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Railnews

FUJICHROME DAVID HOGE

CARRYING THE FLAME will be the 19-car Olympic Torch Relay train operated by Union Pacific. SD40-2s 3316 and 3339, renumbered 1896 and 1996, are in the colors of the 100th Anniversary of the modern Olympics. They were unveiled (**above**) on April 16, 1996, at UP's Jenks Shops in North Little Rock. The finished "cauldron car" was test fired at North Milwaukee (**right**) on April 13th. See RAILNEWS.

FUJI SENSIA: BOB GALLEGOS

GE's AC6000CW prototype No.6000 tested on an eastbound soda ash train on Sherman Hill at MP 559 near Laramie, Wyoming, on April 1, 1996 (**below**). This unit is the first to have the 6000-h.p. Deutz MWM prime mover. See RAILNEWS.

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From the Publisher's desk: Its Grand Rail Tour time

By request we're doing a second "Carstens Circle the Kingdom Tour" in September 1996, limited to about 25 railfans. The itinerary differs considerably from last year, although we'll revisit a few roads. We'll visit a variety of two-foot and three-foot gauge lines throughout England and Wales as well as standard gauge preservation railways with lots of steam. We'll leave JFK Airport in New York on September 7 via Virgin Airlines jumbo jet to London. British Rail will take us across the United Kingdom to the Paignton & Dartmouth Steam Railway and Paignton & South Devon Railway, then via air from Manchester to the three-foot Isle of Mann Steam Railway, three-foot Manx Electric Railway and, hopefully, the Groudle Glen Steam Railway and horse-drawn tram. Then British Rail to the Great Orme Cable Railway in Wales, the two-foot Festiniog Railway and the 23-mile Vale of Rheidol Railway, which is no longer part of BR. In northern Wales we'll ride the Llangollan Railway. Then we travel to Portsmouth over former-LMS, GW and Southern trackage ferrying to the Isle of Wight to ride vintage BR and the Wight Steam Railway. And we'll ride the expanded Bluebell Railway.

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Some readers may prefer really elegant American train travel on board the all-sleeper *American-Orient Express* luxury train September 29-October 8 which visits national parks in the West, originating in Santa Fe, N.M. All equipment has been refurbished in the tradition of the 1940s and 1950s. The smooth side, round end observation car once served the New York Central's *20th Century Limited*. All meals are included except the first night in Santa Fe. Train chefs prepare gourmet style dinners reflecting the areas traveled. Fares range from $3990 to $6450 for the presidential suite. Airfares to Santa Fe, wine and liquor, taxis and gratuities are extra. This same company operates the *Anatolian Express* between Istanbul and Damascus, the steam-powered *Red Prussian* between Berlin, Venice, Krakow and other cities and the *Istanbul Orient Express* across Siberia and Mongolia. Fares on these "trips of a lifetime" range from $7000 to $13,000 depending on sleeping accommodations plus airfare and incidentals. For further information phone 800/727-7477.

Additional international and domestic luxury tours are frequently listed in the display advertising and TIMETABLE columns and classified ads of RAILFAN & RAILROAD.

RAILFAN & RAILROAD

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Cover

It's a cold February 9, 1996, at Cowan, Tennessee, and CSX "stealth"-painted Dash 8-40C 7507 and Dash 8-40CW 7888 idle calmly waiting for freights to pass by on the former NC&StL main line between Nashville and Chattanooga. These two locomotives were the Cowan pushers this night, perpetuating a tradition that dates back to 1853. Mike Del Vecchio tells of his encounter with the Cowan helpers in his story beginning on page 56. Kodachrome by Mike Del Vecchio with Lumedyne flash lighting.

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Funkhouser and Easley remembered

What a nice surprise in the May 1996 issue to see that Cliff Funkhouser was back! And even better were illustrations by the old master Joe Easley. I've read RAILROAD MAN'S magazine and its successors since 1929 and enjoyed them. I suppose both Joe and Cliff have gone over the great divide years ago, but this was a breath of air from the good old days. Make no mistake — yes, they *were* good old days.

E. W. STEWARD
Norway, Me.

Thanks for reprinting in your May 1996 issue "A New Breed of Iron Horse" from the June 1941 RAILROAD MAGAZINE. The story is about the first run of one of first diesel-electric road freight locomotives on the Santa Fe.

In 1941 I was a young subscriber to RAILROAD MAGAZINE and I well remember how pleased I was to get the June 1941 issue because, in addition to the article you just reprinted, it contained a locomotive roster of the Charleston & Western Carolina Railway, one of the lines in my home town of Laurens, South Carolina.

The C&WC had 37 steam locomotives in 1941. By the end of 1951 all of them were gone, replaced by diesel-electrics.

JIM SHEPPARD
Greenville, S.C.

Joint Track junctions

It was interesting to see an article on "my" railroad in the May 1996 issue. Mark Bess did a pretty good job of covering the story of the Wabash-Santa Fe Joint Track between WB and CA Junctions. The first names for these two junctions were Carrollton Junction and Camden Junction before they were shortened to the two-letter names. As far as I've been able to determine, WB does not stand for "Wabash," however.

The agreement dated August 1, 1907, between the Wabash and the Santa Fe that Mark mentioned is indeed the original one governing the joint use. I have a copy of the agreement dated September 17, 1946, that refers to the original. One purpose of the 1946 agreement was "to provide for a longer contract term." It was for 99 years.

Mark is correct in stating that the two branches which left the main line at Henrietta were Santa Fe's, but the AT&SF obtained them from the Wabash after Jay Gould's empire came apart.

When I was a supervisor for the Norfolk & Western we had a Brotherhood of Railway Carmen (BRAC) strike in 1978 which lasted almost three months. During the strike I was a locomotive engineer instead of a civil engineer, and I got to run on the "Joint Track" quite a few times. I never did get used to having to slow down for my trip across that 30 miles though. Track speed for the N&W main on either side was 60 m.p.h, but since the Santa Fe dispatched that section we had to go by their rules — one of which said that any train with even just one empty car had to slow to 55. Another one said any train over 5000 tons was limited to 45 m.p.h. On the N&W a 5000-ton train was only about half as long as it should have been! So, needless to say, I didn't get to run over 45 on that beautiful stretch of main line very many times.

My last comment regards the caboose with the hand-painted flag at Orrick. While I hate to admit that I haven't seen it myself, if the paint scheme is the solid red, then it should not have a flag. For some unknown reason, only the red and white cabooses and transfer cabooses received a flag. On the red cars the flag and lettering were blue. And, please, don't call 'em "Tyco" cabooses. They are "streamlined cupola" cabooses.

GARY ROE
Vice President
Wabash Railroad Historical Society
Fort Worth, Texas

"Local" flooding in the Northwest

I wanted to send a short note about the Northwest floods described in the news story on page 35 of the May 1996 issue. The train that hit "the first major" mud slide (at m.p. 18.2) just south of Steilacoom wasn't a stack train but local 53673, and it didn't fall into the Columbia River. That train was the "Harbor Local" which runs from Tacoma to Shelton, Washington. The lead unit was BN 2095 (it's a real mess now, sitting at the Tacoma "RIP" tracks). The 2095 landed in Puget Sound on the fireman's side in ten feet of cold water.

Also, RAILFANNING IS ... Leaving for work way ahead of report time to buy a copy of McDonnells book *U-Boats*, and then getting to the roundhouse to find that my power for the night is four B39-8s — and being happy about it.

MICHAEL D. SAWYER
Puyallup, Wash.

Go west, NS

While reading the review of the Norfolk Southern locomotive book in the May 1996 issue by Doug Koontz, I was astounded to learn that St. Louis was the "westernmost point" on the system. It sort of proves that the right hand doesn't always know what the left is doing as far as magazine content goes. In that same issue Mark Bess' feature on the NS-SF joint track around Kansas City contradicts that.

DAVID J. NEUBAUER
Hazelwood, Mo.

Don't forget the TH&B

As author of Toronto, Hamilton & Buffalo's official history *In the Shadow of Giants*, I understandably enjoyed Gary Schermerhorn's articles on CP Rail's Bridge Line Division in your April and May 1996 issues.

I selectively use the word "understandably," for this division also includes the ex-TH&B trackage from Hamilton Junction to Niagara Falls (designated the Hamilton Subdivision) and Port Maitland to Smithville (Dunnville subdivision). It also embraces other Ontario trackage: Hamilton Junction to Guelph (Goderich Subdivision); Galt to South Junction (Waterloo Subdivision); and Fort Erie to Brookfield (Fort Erie Subdivision). All of

this single-track is designated the Bridge Line's "Ontario Division" and, incidentally, with one small exception is OCS-controlled — not dispatched from Milwaukee as Gary states is the case for the "entire Bridge Line Division."

In the Shadow of Giants, by the way, was first published in 1978 and is scheduled for reissue this year in expanded and updated format as an official publication of the City of Hamilton's Sesquicentennial year celebrations.

NORMAN S. HELM
Etobicoke, Ont.

D&H commentary

I have one correction and a few additional comments concerning Gary Schermerhorn's D&H articles in the April and May issues.

First, the track between Mechanicville and Crescent was jointly owned by both the D&H and the B&M. The B&M owned and maintained the south (eastward) track while the D&H owned the north (westward) track. Also, at D&H's Mohawk yard there used to be a track connecting it with NYC's Sandbank Yard on the main line.

At South Schenectady another track, the Connor's Spur, connected the D&H with the former New York Central's West Shore route. The car shop at Oneonta was only very recently closed down.

As for following the D&H trains, chasing them on I-88 got easier since New York raised the speed limit to 65 m.p.h. Also, when chasing trains north of Binghamton, if you shoot the train at the Nolan Road crossing simply continue eastward on Nolan Road and it will dump back onto Rt.7 a couple of miles up at the upper Nolan Road crossing. This is a real time saver as the railroad takes the long way around the hill and there are only a few photo opportunities in between anyway.

SCOTT J. WHITNEY
Claremont, N.H.

The Cadillac ranch

Just a quick note to tell you how much I enjoyed the April 1996 R&R, and I have a potential RAILFANNING IS ... .

While reading Ted Benson's feature "The Lost Generation" about Espee's old power, I picked up my 1994 Rand-McNally road atlas to find out where Exeter, California, is located. The index read "page 12, grid co-ordinates *SD-9*!

H. EDWARD WOODS, SR.
Davidsonville, Md.

General overview

I'd like to share a few comments on the Buster Keaton classic "The General" videotape reviewed in the January 1996 issue.

First, I'd like to dispel a few rumors. While Keaton loosely based "The General" on a book about the Civil War Andrews Raid, he only used a few facts from the raid. He did want to film the movie on the actual location, but the actual railroad no longer looked as it did during the Civil War. He also wanted to use the two actual locomotives, but Uncle Walt couldn't get them. "The General" was filmed on a logging road in Oregon and members of the Oregon National Guard served as extras.

By the way, "The Great Locomotive Chase" (a more realistic telling of the Andrews Raid) is available on the Disney Channel, on a Disney videotape, and even on the obsolete RCA video disk, if you have an RCA player.

"The General" is available from several sources. Videorail had a shortened 1960-era television version (about 45 minutes) which has very corny dialog and "humor" which contain much misinformation.

There are two, or more, restored versions which show up from time to time on PBS, AMC and TMC classic movie channels on cable from time to time. They have the correct running time, about 72 minutes, and use the original film score. The film has been restored by both UCLA Film Archives and Thames Television. Of these, I prefer the Thames version, as I think it's just a shade better.

However, all true Keaton fans should purchase the Kino Video version. It was preserved by the BFI with the aid of the Keaton estate. There are three boxed sets which has a Keaton silent feature film and several silent Keaton shorts on each tape. There are several Keaton railroad silent films in the sets. The boxed sets care also available on Kino Video laser disks.

But the best copy of "The General" is on the landmark Laservision — Republic Pictures Home Video laser disk ISBN 1-55526-884-6. Not only is it the clearest print you'll find, but you can also step through it frame by frame. It uses the film's score and has the best remarks.

But the best is to come. All the others are in black and white, but this version is in color. We usually think of silent films as being in black and white, but this wasn't the case in many silent films. They were first released as colorized films, tinted and toned in color, which is very effective. We see them as black and white because later release prints, 16mm and regular 8mm, were done in black and white because tinting and toning is expensive. When sound came in, the optical sound track had to be in black and white, so all subsequent prints were done in black and white.

This laser disk version is of the tinted and toned release version. The night scenes are blue, daylight is sepia and night interiors are red. By the way, some of the Kino films are either tinted or in an early version of two-strip technicolor. You have to see it to believe it.

Since the version you reviewed uses Scott Joplin music as a background score, I would look elsewhere.

DAVID J. WILLIAMS, III
Richmond, Ky.

Hershey Cuban's mysterious 21202

I read with great pleasure the feature about the Hershey Cuban interurban in March 1996 issue.

I can answer to the question about the pedigree of "motor 21202" (page 41 & 46). These locomotives are discussed in the book *Histoire de la Traction Electrique, Tome 2,* by Yves Machefert Tassin, Fernand Nouvion and Jean Woimant, published in 1986 by Editions La Vie du Rail, Paris.

In 1964 the Cuban government ordered thirty B-B diesel locomotives, Nos. 8001 to 8030, from Brissonneau & Lotz in France, and they were shipped from Le Havre to Havana. One of these locomotives was "kit bashed" with a pantograph to become an "amphibious" engine.

J.M. VAUGOUIN
Stains, France

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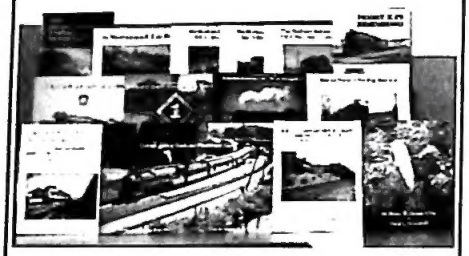

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RAILROAD AVENUE ENTERPRISES

On the Menu

BY JAMES D. PORTERFIELD

Amcuisine 1996

Max Sanoguet, Jr. ("that's right, there's more than one of me," he chuckles). "Madd Max" to his friends. Husband and father to his extensive family. Poet to his inner self (he shared this fact — and some of his poems — with me in our last conversation). And, when I met him, larger-than-life Chef to Crew 1 on Amtrak's *Southwest Chief*. Madd Max indeed.

Aggressive in personalizing the meals coming out of his kitchen, Max is one of that new breed of Amtrak chef who views himself as the master of his own restaurant, and you and I as his guests. He began his career at New York City's Rikers Island Correctional Facility ("as a cook, not an inmate," he insists). After stints on Cunard Line cruise ships and at Hilton Hotels, he joined Amtrak ten years ago. He's been on the *Southwest Chief* seven years and now heads up Crew 1 (there are eleven crews assigned to the *Chief*). "I like working down here," he says of the lower-level galley on Superliner equipment. "I come down at 4:30 a.m. and work a couple hours by myself. But don't get me wrong. I like the travel and the opportunity to meet people too."

I was on Max's train recently, en route to Los Angeles, to sample the latest development in the evolution of Amtrak's long-haul train food service: regional specialty dishes. "Instead of menus devised ... miles away in the city of Washington," a recent Amtrak News release reads, "food service decisions are now made locally by the specific train's managers and other train employees." For the *Chief*, of course, that means Southwestern cuisine. At dinner on the first night out of Chicago we enjoyed a spicy beef fajita served over rice, set within a ring of corn chips, accompanied by a flavorful salsa and guacamole. On Friday night it was Southwestern-style Barbecued Ribs.

Meanwhile, evidence of Max's attitude and skill was prevalent throughout the menu. "At breakfast, I'll make omelets to order with whatever I have" (on this trip it was green peppers, fresh mushrooms and diced onion). Friday night, at the suggestion of a food writer, he prepared curried chicken as an entree, first creating a crispy-coated — or baked-fried — half-chicken using oil, Cajun seasoning, melted butter and a dusting of flour; then improvising a curry sauce seasoned mildly with sliced fresh Serrano peppers and a dash of habanero pepper sauce. "I always check the *Coast Starlight's* menu," he says, alluding to the fact that the *Starlight* features a wider variety of fresh ingredients (hence the Serrano peppers) than is available for other trains. "So to accompany our red snapper, I made roasted red potatoes with fresh Rosemary."

Max is a colorful, down-to-earth, creative fellow who happens to love what he does for a living. It shouldn't come as a surprise that his conversation is peppered with opinions about his craft, his customers and his co-workers. Let's call them "Max-ims:"

"When you can sunny-side a fried egg on a grill, with you and the eggs moving along at 90 miles an hour, you can cook anywhere.

"I work for my guests. I work for me. I work for Amtrak. In that order.

"If you eat something of mine you don't like, and you don't say anything about it to anyone on the crew, you share the blame for your experience. Tell me, and I'll do something about it.

"I enjoy the opportunity to work with true chemists."

Of this latter observation it should be pointed out that the highest praise Max can heap on a co-worker is to label him or her a "chemist." By that, he means the person understands food and can use ingredients to create distinctive, flavorful dishes that please a guest. On this trip, for example, Max is assisted by first cook Carlos del Carpio, serving off the extra board but normally assigned to the *Coast Starlight*, and food specialist Barbara Payton. "Carlos is a chemist," Max says, as the younger man uses blueberry conserve intended for breakfast pancakes to dress up a sauce for the fruit platter served at lunch. We are joined over coffee in the dining car by Joe Tabor, a conductor with over ten years experience in the restaurant industry, who promptly shares a great recipe for a seafood marinade using the Serrano peppers Max has requisitioned from the Commissary. "Now Joe is a real chemist," Max observes when Tabor detrains at Albuquerque.

The *Southwest Chief* is not alone in making regional food offerings. On the Seattle/Portland-Chicago *Pioneer*, for example, beginning March 24, foods of the Pacific Northwest are celebrated with such meals as poached halibut filet with a four-grain side dish and green beans, or country-style meatloaf with mashed potatoes and mushroom gravy. For dessert, enjoy a cherry cobbler. At breakfast you can order made-from-scratch biscuits.

Other inter-city train menus already regionalized include the *City of New Orleans* (Cajun), the *Crescent* (Southern), the *Coast Starlight* (California Lite) and Midwest Corridor trains (offering the famous White Castle Cheeseburger). Appropriate menus for the *Sunset Limited, California Zephyr* and *Capitol Limited* are also in the works.

Amcruisine elsewhere

The *Pioneer* recently received a dining car converted to the "Horizons West Lounge" to celebrate the opening of the Oregon Trail in 1841 and completion of the transcontinental railroad in 1869. More than 75 historical photos are on display in the lounge, as are trail maps and replica artifacts. Passengers can brush up on their history as the train follows its historic route, including passing through Ogden, Utah (near the site of Golden Spike Ceremony).

And on the trend-setting *Coast Starlight*,

TWO KODACHROMES ADAM WEIDENBACH

A New Era on the Amador

THE AMADOR CENTRAL in California is now all-EMD with the arrival of SW9 No.12, shown (**above**) on March 15, 1996, during its first test run on the gold rush country short line. AMC No.12 was built in 1952 as Arkansas & Louisiana Missouri Railway No.12 (EMD c/n 15636) and was recently bought from Chattahoochee Industrial (CIRR No.11) by Amador Central-owner Georgia-Pacific. AMC's first EMD switcher was SW1200 No.11, which came from the Ashley, Drew & Northern during July 1995. The 11 was built by EMD during June 1963 (c/n 28344) as AD&N 178, later renumbered to 1208. Both switchers running together should be unusual, as one can generally handle the serpentine and hilly 12-mile line. The EMD's replaced Baldwin S12s 9 and 10, both of which are now retired and stored. The 10 was outside the Martel shops (**below**) on March 13, 1996 — ADAM WEIDENBACH.

two newsworthy innovations: First, Brian Rosenwald, Product Manager for the *Coast Starlight*, has ordered 2000 customized demitasse cup and saucer sets to be sold in his train's "Pacific Parlor Car" and "High-Level Lounge." Their availability is timed to coincide with Amtrak's 25th Anniversary on May 1, 1996, and marks the first time any china item with an Amtrak herald has been offered by Amtrak. Set to retail initially for $15.00, they will be displayed in a special gift cabinet in each car and will be announced on the menu. China Concepts of Golden, Colorado, owned by historic railroad china expert Dick Luckin, designed the pieces. Dick reports the set is made of white porcelain with a blue *Coast Starlight* herald trimmed in 22-karat gold, the backstamp is blue with the Amtrak's arrow herald, and each cup will have a serial number in gold (the saucers will not be numbered, as it's too difficult to match pieces in production and packing).

Begun on April 10th each departure's menu featured a "Chef's Signature Dish." This creation of the chef working on each day's train is described in a menu insert which includes notes on the item and a biographical sketch of the chef. Look for such goodies as Oven Fried Chicken, Southern-style; Salmon Filet en Crust with a light cream sauce, and, for the breakfast, a Dutch

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Railnews

A WORLD WAR I VETERAN opened the Texas State Railroad's new season in Palestine. TSRR 300, one of only two "Pershing" 2-8-0s in the U.S., returned to service on March 23, 1996, following an extensive rebuilding. See RAILNEWS.

LACKAWANNA CAMELBACK 952 at the Museum of Transportation in St. Louis is getting a quick paint job by Museum people (**below**). The R&LHS owns 952, and many members want it returned to Pennsylvania. See RAILNEWS.

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Baby (for the uninitiated, it is an apple pancake baked until it puffs to about four inches and sprinkled with confectioner's sugar). Expect to see the chef touring the dining car seeking opinions of the meal.

So eat hearty, take notes and be ready to talk food. If your experience is anything like mine on a recent coast-to-coast trip, you might meet Max or one of his contemporaries. Your input will be sought and valued, and your after-dinner conversation will be great fun.

Dinner Train Updates

Nashville's *Broadway Dinner Train* has perfected the realism of "dinner in the diner" by recently launching a new kitchen car, the *Silver Chef* (former-CB&Q via Amtrak built in 1956 as a 48-seat dining car). With it as part of the trainset, all meals are now prepared on board. As a result, beginning this year the train will serve lunch and dinner as a stationary restaurant (Monday through Thursday at Riverfront Park in downtown Nashville). The year-around 35-mile dinner train runs along the Cumberland River on Friday and Saturday evenings will continue, with some Sunday Brunch and Thursday evening runs planned for the summer. Also new is Chef William D. Ware. He's busy planning the menus for the stationary restaurant now, but will exercise a creative influence on the dinner train's menu later in the year. Telephone: 615/254-8000.

In January the *Napa Valley Wine Train* launched a new and continuing series of special Regional Cuisine Luncheons. These meals celebrate dishes from around the U.S. and are paired with appropriate Napa Valley wines. In January, for example, a Pacific Northwest Western Washington offering of Minted Lamb with Pear Relish was matched with a 1995 Bayview Gewurztraminer and a 1992 Mahoney Estates Pinot Noir. Each Regional Cuisine Luncheon includes the train's wine buyer, Brent Trojan, instructing on the art of pairing wine with a meal to complement and enhance the flavor of the food. And, over lunch, executive chef Patrick Finney discusses the evolution of the dishes selected and the ingredients and techniques used to prepare the meals.

TCS Expeditions announced an expansion of its commitment to luxury travel with new offerings in 1996 and 1997. A specialty of TCS Expeditions is tours around the world by private jet. Beginning with their *Around Africa by Private Jet* (January 13-February 4, 1997), some trips will feature luxury rail travel. The Africa trip, for example, will include a 1352-mile trip from Pretoria to Capetown on board the famous *Blue Train*. The company is looking for similar opportunities on other "Around the World" trips. For information on either of these ventures, as well as on the *American Orient Express*, call 800/727-7477.

Rail dining in Traverse City, Michigan

An error occurred last month in that the color artist's rendering of the F-unit and train for the new *Grand Traverse Dinner Train* was mistakenly printed in black and white (what got into the magazine was the low-resolution "for position only" image, even though we'd received the completed color proofs). Since the color scheme is an important part of the story, it is being reproduced here in its full color glory.

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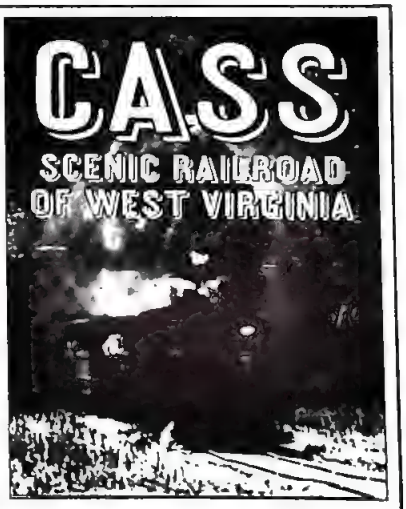

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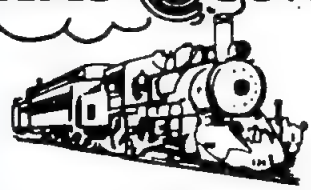

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Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

THE OLYMPIC FLAME will move over Union Pacific on a special Cauldron Car as part of a 19-car special Olympic Torch Train. This entry is for reader information only, and dates prior to release of this issue have been omitted for space. See the June 1996 RAILNEWS for a complete listing.

May 25-26, departs Jackson, MS at 10:45pm, appears in Monroe, LA for two hours, arrives Pine Bluff, AR at 8:25am, Little Rock at 11:30am, Memphis, TN at 7:30pm.

May 27, departs Memphis 9am, runs via BNSF, arrives Cape Girardeau, MO at 3:15pm. Deadhead north to Minneapolis/St. Paul via UP (flame not lit on deadhead move).

June 2, departs St. Paul, MN at 10:30am, arrives Milwaukee, WI 9pm.

June 3, departs Milwaukee approx. 7am, arrives North Western Station in Chicago, IL 11:30am.

The flame will continue to Atlanta via other means.

NEWTON (RIVERSIDE), MASSACHUSETTS, May 31-June 2. Boston Trolley Meet at Holiday Inn, 399 Grove Street (adjacent to Riverside MBTA Station). 7pm-10pm Friday, 9am-4:30pm Saturday. Movie and slide programs, banquet and entertainment, ride MBTA Green Line trolleys; Sunday fan trip to be announced. Admission $8 (spouse and kids under 16 free), banquet $24.95, souvenir mug $6.50, all of the above $37. Contact: Boston Chapter NRHS, P.O. Box 252, New Town Station, Boston, MA 02258.

MANASSAS, VIRGINIA, June 1. Second Annual Manassas Railway Festival featuring exhibits cars from NS, VRE and Amtrak, memorabilia exhibits, live entertainment. Contact: Manassas Railway Festival, 9025 Center Street, Manassas, VA 22110; 703/361-6599.

PRR SESQUICENTENNIAL CELEBRATION to include a series of events around Pennsylvania to honor the 150th birthday of the PRR. Activities are administered by the Pennsylvania Historical and Museum Commission. Contact event organizers for detailed information.

June 8-9, Strasburg, Pa. History programs, art show, music and special operations at the Railroad Museum of Pennsylvania sponsored by PRRT&HS. Contact: 717/687-8628.

October 5-6, Altoona, Pa. Altoona Railfest '96 sponsored by the Altoona Railroaders Memorial Museum, themed "150 Years of Rail Heritage" Contact: 814/946-0834.

October 11-13, Strasburg, Pa. PRR History Symposium at the Railroad Museum of Pennsylvania. Sponsored by the PH&MC, preregistration required. Contact: 717/687-8628.

November-December, Harrisburg, Pa. Scale model of Abraham Lincoln's Funeral Train exhibit sponsored by the Historical Society of Dauphin County. Contact: 717/233-3462.

MID-CONTINENT RAILWAY MUSEUM, P.O. Box 358, North Freedom, WI 53951 (608/522-4261) will host the following events. Admission is $8 adults, $7 seniors, $4.50 children.

June 8-9, Veterans appreciation weekend. Reduced rates for American Legion and VFW members; World War II encampment.

June 22-23, Hobo gathering, Operation Lifesaver display.
July 13-14, Civil War encampment.

ORRVILLE, OHIO, June 8-9. Orrville Railroad Heritage Society Depot Days. Track car rides, train rides behind F7 diesel at 1886 depot, other festival activities. Free admission. Contact: Bob Cutting, 6036 Criswell Road, Apple Creek, OH 44606, 216/698-2367.

CALGARY, ALBERTA, June 14-16. 9th Annual Railway Days at Heritage Park Historical Village. Two 0-6-0s on passenger, freight and mixed trains. Telegraph and train order demonstrations, models and historical displays. Contact: Heritage Park Historical Village, 1900 Heritage Drive S.W., Calgary, Alberta, Canada T2V 2X3; 403/252-3528.

TENNESSEE VALLEY RAILROAD MUSEUM, 4119 Cromwell Road, Chattanooga, TN 37421 (423/894-8028) is sponsoring the following round-trip "Dixie Land Specials" into northwest Georgia powered by 2-8-0 610, 2-8-2 4501, GP7 1829 or E8 6914. Ticket prices shown are coach and include dinner in the diner (except picnic lunch on 7/6). Pullman seating or office car charter available at higher cost.

June 15, Chattanooga to Lafayette, $46
July 6, "Pops in the Park" concert/picnic, $40.
July 20, Chattanooga to Lafayette, $46.
August 17, Chattanooga to Lafayette, $46.

TOBYHANNA, PENNSYLVANIA, June 15-16. "Peak of the Poconos Excursions" from Tobyhanna to Cresco, powered by an Alco C636. Saturday departures at 10am, 12:30pm, 3pm. Sunday departures at 12:01pm, 3pm. Adults $8, children under 12 $4. Information: Pocono Mountain Railroad Corp., 1015 North Main Avenue,Scranton, Pa. 18508; 717/344-8566.

WASHINGTON, D.C. June 18 and 24. Ride to NRHS convention in Charlotte, N.C., (see listing below) onboard heavyweight Pullman *Dover Harbor* coupled behind Amtrak's *Carolinian*. Two meals served onboard in both directions. Round trip fare $324. Contact: Washington D.C. Chapter NRHS c/o Henry Bielstein, 13435 Reid Circle, Ft. Washington, MD 20744-6522; 301/495-9668.

CHARLOTTE, NORTH CAROLINA, June 18-23. NRHS National Convention. Registration $20 for members, $25 for non-members. Non-rail activities for families also planned. For details, contact: 1996 NRHS Convention, P.O. Box 297, Spencer, NC 28159; 704/647-0508.

June 18 Steam excursion Dillsboro-Andrews on Great Smoky Mountains Ry. **June 19** VIP tour of NC Transportation Museum. **June 20** Rare mileage trip Monroe-Acme on CSX. **June 21** Railroadiana show for members only. **June 22** Rare mileage trip Monroe-Greewood over CSX. **June 23** Excursion Charlotte-Old Fort-Asheville-Saluda-Spartanburg on NS.

FORT WORTH, TEXAS, June 19-23. Santa Fe Railway Historical & Modeling Society 16th Annual Convention at Green Oaks Inn, 6901 West Freeway, featuring steam train ride, tour of AT&SF and BN facilities, slide shows, layout tours, swap meet, annual business meeting and more. Contact: Norm Bruce, Registrar, The Texas Chief, 3501 Dorothy Lane South, Fort Worth, TX 76107. To reserve rooms, phone Green Oaks Inn at 800/772-2341 in Texas, 800/433-2174 outside Texas.

BLUEFIELD, WEST VIRGINIA, June 21-22. Norfolk & Western Historical Society 12th Annual Convention at Holiday Inn, Rt. 460, featuring coal mine and mansion tours, demonstrations, exhibits, lecture and banquet. Registration fee $25 members and immediate families, $30 non-members. Contact: John Munson, convention co-chairman, 317/255-9775. For room reservations contact Bluefield Holiday Inn at 304/325-6170.

CHICAGO, ILLINOIS, June 22. Photographer's excursion to Lombard, Ill., on UP/C&NW. Depart 8:40am, return 3:10pm. Fare $10. Contact: Railroad Club of Chicago, P.O. Box 8292, Chicago, IL 60680; 847/251-2262.

CHICAGO, ILLINOIS, June 22. Supper at the Station Excursion to Kenosha, Wisc., on UP/C&NW, depart 5:35pm, return 11:55pm. Fare of $30 includes rail trip and dinner at Spaghetti

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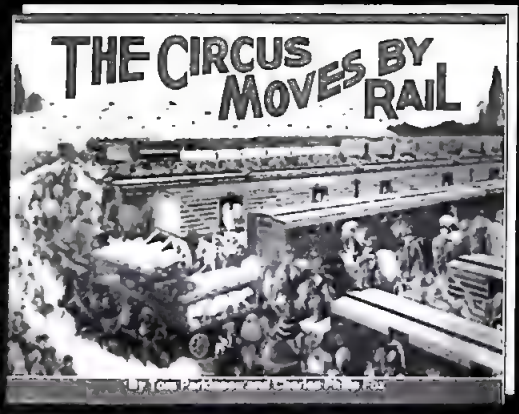

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ILLINOIS RAILWAY MUSEUM, P.O. Box 427, Union, IL 60180, will be holding the following special events. Admission to museum $8 adults, $6 children and seniors. Special events may be slightly more.
June 22, Chicago Day.
July 4, Trolley Pageant.
July 20-21, Diesel Weekend.
August 4, Vintage Transport Extravaganza.
August 31-September 2, Railfan Weekend
September 28-29, Members Weekend.

GALESBURG, ILLINOIS, June 22-23. The 19th Annual Galesburg Railroad Days at BN/ATK depot, 9am-5pm. Trains tours of BN yard, bus tours to dispatchers office and hub center, equipment demonstrations and displays including Milwaukee Road 4-8-4 261, museum visit, antique autos, live music, food and more. Contact: Galesburg Area Convention & Visitors Bureau, P.O. Box 749, Dept. RF, Galesburg, IL 61402; 309/343-1194.

CHICAGO, ILLINOIS, June 23. Excursion to Illinois Railway Museum via Metra service to Elgin. Depart 8:40am, return 7.02pm. Fare of $30 includes rail trip, bus connection, admission to and unlimited rides at IRM. Contact: Railroad Club of Chicago, P.O. Box 8292, Chicago, IL 60680; 847/251-2262.

WILMINGTON (GREENBANK), DELAWARE, June 29. Night photo trip on Wilmington & Western with PRR Doodlebug 4662. Multiple open flash opportunities, lighting by Steve Barry. Tickets $20 from: Tom Gears, 2720 Newport-Gap Pike, Wilmington, DE 19808; 302/892-2473.

ROMNEY, WEST VIRGINIA, June 29 and July 27. Potomac Eagle "Petersburg Special" departs 9am for full day of scenery along South Branch of Potomac River. Adults $35, seniors $30, ages 3-12 $15, club car $70. Contact: Potomac Eagle, 2306 35th Street, Parkersburg, WV 26104-2242; 800/-22-EAGLE.

NORTH CONWAY, NEW HAMPSHIRE, June 29. Mountain Division Photographers Special from North Conway to Crawford Notch Station over Conway Scenic Railroad's Crawford Notch Line. Photo runbys. Optional Mt. Washington Cog Railway tour on Sunday. Adults $39, Children under 13 $29. Mt. Washington $35. Tickets/information: Mass Bay RRE, Crawford Notch Trip, 77 Stony Brook Road, Westford, MA 01886.

CLINTON CORNERS (POUGHKEEPSIE), NEW YORK, June 29-September 29. "Railroads: Gateways to Dutchess County" 2nd annual exhibit at Clinton Historical Museum, Salt Point Turnpike, 1 miles east of Taconic Parkway, weekends 11am-5pm. Videos, early photos, memorabilia, etc. of NYC, Harlem R.R., CNE, NH and others. Contact: Bill McDermott, 914/266-5494 or 914/266-3819.

CHAMA, NEW MEXICO, June 29. 8th Annual Moonlight Train ride and steak dinner on Cumbres & Toltec Scenic. Departs 3:15pm. Adults $60, under 12 $35. Contact: Friends of the C&TS, Attention Judy Lock, 5732 Osuna Road NE, Albuquerque, NM 87109; 505/880-1311.

CHAMA, NEW MEXICO, June 30. C&TS photo freight featuring two engines, different consists, small group. $300. Send SASE to: John West, 334 Montford, Mill Valley, CA 94941; 415/383-3210.

MINNEAPOLIS, MINNESOTA, July 1-4. Milwaukee Road 4-8-4 261 will power trips over BNSF at the Minnesota Heritage Festival. Trips depart 10am and 2pm from Stone Arch Bridge Park. Coach seating $30, under five free, Family Value Package (four tickets) $100. For information, send SASE to: Friends of the 261, 4322 Lakepoint Ct., Shoreview, MN 55126.

ST. CONSTANT, QUEBEC, July 6-7. Diesel Weekend at Canadian Railway Museum. Over 15 locomotives on display, with four in operation. Photograph MLW-powered mixed freight on Saturday, passenger train on Sunday. Saturday night photo session by Kermit Geary, Jr. Weekend pass $10, night photo session $10 extra (U.S. funds). Contact: Canadian Railway Museum, 120 St. Pierre Street, St. Constant, Quebec J5A 2G9; 514/638-1522.

BELLINGHAM, WASHINGTON, Junly 7-10. Great Northern Railway Historical Society Annual Convention. Information: GNRHS, 1781 Griffith, Berkley, MI 48072-1222.

MISSOULA, MONTANA, July 18-21. Northern Pacific Railway Historical Association convention. Information: Alan Burns, 1317 Khanabad Drive, Missoula, MT 59802.

WILMINGTON, DELAWARE, July 20. 5th Annual Rail to the Fair excursion from Philadelphia, PA to Harrington, DE via Wilmington with "rare mileage" Harrington-Frankford option, sponsored by Delaware Transit Corporation and Delaware Department of Transportation. Departs Philadelphia 10:10am, Wilmington 10:53am. Prices range from $22.50 to $67.50. For complete fares and additional boarding sites contact: Christie Connolly, Event Coordinator, DTC Marketing, Carvel State Building 3rd Floor, Wilmington, DE 19801; 302/577-6380.

PUEBLO, COLORADO, July 20-21. Annual Railfest at Pueblo Union Depot hosted by Pueblo Locomotive and Rail Historical Society. Rail equipment displays. Adults $2, children under 12 $1. Contact: Tony Ghema, 910 Phay Avenue, Canon City, CO 81212; 719/275-8935.

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NEWPORT NEWS, VIRGINIA, July 24-27. Chesapeake & Ohio Historical Society Annual Conference. Railroad and model layout tours, clinics, contests and banquet. Contact: Ed Lyon, Chairman, 216 Milstead Road, Newport News, VA 23606;804/930-9659.

20TH CENTURY RAILROAD CLUB, 329 W. 18th Street, Suite 902, Chicago, IL 60616 (312/829-4500) invites the public to join them on their 25th Anniversary year trips.

July 26-28, Chicago to Red Wing, MN via *Empire Builder.*

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November 5-9, motorcoach tour from Chicago to Branson, MO. Ride Branson Scenic Railway, White River Eagle.

December 7-8, Chicago to Fort Madison, IA via *Southwest Chief.*

December 27-January 1, Chicago to Washington, DC and Williamsburg, VA via Amtrak.

MILBANK, SOUTH DAKOTA, August 9-11. Trainfest '96 featuring rides on the Whetstone Valley Express between Milbank and Corona. "Dinner in the Diner", reservations required. Model trains, antique autos, rodeo. Dinner and ride: Adults $18, children $13. Ride only: Adults $12, children $8. Contact: Chamber of Commerce, 401 S. Main Street, Milbank, SD 57252; 800/675-6656.

CINCINNATI, OHIO, August 10. Summerail 1996 at Cincinnati Union Terminal, 1301 Western Avenue, 10am-10pm. Multimedia slide shows by Rick Acton, Jr., Dale Brown, Terry Chlebwak, Dan Finfrock, Ron Flanary, Mark Hemphill, Mike Leach, Brad McClelland, Garland McKee, David Oroszi, Mark Perri and Gary Zuters. Plus, railroad show and sale and visit to CUT's Tower A. Admission $10. Payment to: Cincinnati Railroad Club, Summerail 1996, P.O. Box 14157, Cincinnati, OH 45250-0157.

TRAINS UNLIMITED TOURS, P.O. Box 1997, Portola, CA 96122 (916/836-1745, Fax 916/836-1748) is sponsoring the following rail tours:

British Columbia Spectacular, August 11-22, tour of entire BCR by charter RDCs.

McCloud Spectacular, October 12-13, steam and diesel charter on the McCloud River Railroad.

UP EXCURSIONS ON THE C&NW will operate on the following dates. Motive power will be UP 4-8-4 844 except where noted. For details, contact: Pacific Limited, P.O. Box 27081, Salt Lake City, UT 84127-0081; 801/355-5871; Fax 801/355-8023.

August 24 Council Bluffs to Cedar Rapids. **August 25** Cedar Rapids to Chicago (Proviso Yard). **August 26-30** layover in Chicago. **August 31** Chicago to Milwaukee round trip. **September 1** Chicago to Union round trip w/ C&NW GP7s, visit IRM. **September 2** Chicago to Clinton one way w/ bus return. **September 3** Clinton to Des Moines *deadhead move.* **September 4-6** on display at Des Moines. **September 7** Des Moines to Boone round trip to Puffer Billy Days.

ROMNEY, WEST VIRGINIA, October 5. Potomac Eagle "Railfan Special" departs 9am for a full day of scenery and runbys along the South Branch of the Potomac. Adults $35, seniors $30, ages 3-12 $15, club car $70. Contact: Potomac Eagle, 2306 35th St., Parkersburg, WV 26104; 800-22-EAGLE.

NORTH CONWAY, NEW HAMPSHIRE, October 19. 22nd Annual Railfan's Day on Conway Scenic Railroad. Steam, historic diesels, freight and mixed trains between Conway and Sawyers River, model railroad, displays. Special trip to Fabyans over Crawford Notch Line with photo runbys. All day pass Conway-Bartlett $31.95, children $15.95. All day pass Conway-Fabyans $46.95, children $23.95. Information: Conway Scenic Railroad, P.O. Box 1947, North Conway, NH 03860-1947. 603/356-5251.

ST. LOUIS, MISSOURI, October 19-20. Rare mileage excursions from St. Louis to South Pekin on ex-C&NW using UP E9s and trainset. Vista dome seating available. Information: St. Louis Chapter NRHS, 11221 Manchester Road, Suite 321, St. Louis, MO 63122; 314/353-6535.

INTERNATIONAL TOURS

TOP LINK TOURS, 58 Hudson Road, Sudbury, MA 01776 (508/443-8617) is sponsoring the following foreign tours:

Ecuador July 4-13, steam-hauled charter on G&Q each day, with emphasis on section around Devil's Nose.

TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648 is sponsonng the following foreign steam tours. Send SASE for details.

Northeast China September, linesiding around Chengde, Yebaishou and Chaoyang, plus industrial steam in Anshan, JS 2-8-2 workings around Tonghua and repair shops at Changchun. **Ukraine** September 9-20, standard and narrow gauge.

TRAINS UNLIMITED TOURS, P.O. Box 1997, Portola, CA 96122 (916/836-1745, Fax 916/836-1748) is sponsoring the following foreign rail tours:

Steam in the Andes August 11-18, Baldwin steam charters on the G&Q Railroad in Ecuador.

South China Tropical Steam September 21-October 6, steam in daily service in Guangdong, plus railfanning in Hong Kong and on Hainan Island.

Paraguay Steam Adventure October 11-20, five steam charters plus street car in Asuncion.

Best of South America October 19-November 17, four countries, 33 lines, 7 gauges, steam/diesel/electric/railcars, 25 companies, 3550 miles, plenty of runbys.

RAILROADIANA MEETS

SAN ANTONIO, TEXAS, June 1. 6th Annual Summer Train Show at Live Oak Civic Center, 8101 Pat Booker Road, 9am-4pm. Adults $4, kids $1, family maximum $8. Contact: Frolin Marek, 5595 Rangeland, San Antonio, TX 78247; 210/655-1400.

SOUTHEASTERN COLLECTIBLE EXPO shows will be held at the following locations, 10am-4pm. Admission $4, ages 6-12 $1. For details contact them at: 1819 Peeler Road, Vale, NC 28168; 704/276-1670; Fax 704/276-9931.

Chattanooga, Tenn., June 1, Chattannooga Convention Center North Hall. **Greensboro, N.C.,** June 8-9, Greensboro Coliseum Complex.

GREAT AMERICAN TRAIN SHOW will be held at the following locations on dates listed 11am-5pm. Adults $5, under 12 free. Contact: GATS Limited, P.O. Box 1745, Lombard, IL 60148; 708/834-0652.

San Mateo, Cal., June 1-2, San Mateo Expo Center, 2495 South Delaware Street. **Santa Barbara, Cal.,** June 8-9, Earl Warren Showgrounds, Hwy. 101 & Los Positas. **Fort Wayne, Ind.,** June 22-23, Allen County War Memorial Coliseum, 4000 Parnell Ave. **Springfield, Ohio,** June 29-30, Clark County Fairgrounds, 4401 South Charleston Pike.

CLASSIC TRAINS & EXHIBITIONS, 3385 Brigadoon Circle SW, Dalton, OH 44618, is hosting train shows at the following locations, 10am-4pm unless otherwise noted. Admission $2, 12 and under free, tables $20-30.

New Philadelphia, Ohio, June 15-16, New Towne Mall.

St. Clairsville, Ohio, July 13-14, Ohio Valley Mall.

MONTVALE, NEW JERSEY, June 8. National Collectors Train Show at St. Joseph High School, 40 Chestnut Ridge Road, 9am-3pm. Admission $4, under 10 free with adult. Contact: Joe Bianco, Box 672, Ramsey, NJ 07446; 201/327-5254.

OMAHA, NEBRASKA, June 9. Nebraska-Iowa Railroaders Club Annual Train Show at Nathan Hale Middle School, 6143 Whitmore. Contact Larry Wiles, 1222 First Ave., Nebraska City, NE 68410

PORTLAND, MAINE, June 15-16. Railfair '96 giant railroadiana show, 10am-5pm. Dealers, displays, clinics, modular layouts. Adults $6, children $3, family maximum $15. Fare includes steam train ride on authentic Maine Two Footer equipment. Contact: Maine Narrow Guage R.R. Co. & Museum, 58 Fore Street, Portland, ME 04101; 207/828-0814.

CHARLOTTE, NORTH CAROLINA, June 21-22. Railroad Collectibles & Train Show in conjunction with NRHS National Convention at Charlotte Convention Center, 501 South College Street, 4:30pm-8pm Friday, 10am-5pm Saturday. Admission $4, under 13 free, tables $45. For details send LSASE to: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327; or phone: 404/233-7991.

EVERETT, WASHINGTON, June 23. NMRA Pacific Northwest Region Convention at Holiday Inn Hotel & Conference Center, 128th and Interstate 5. Train show, swap meet, exhibits and clinics open to the public. Admission $3. Information 1-800/697-7996.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed 11am-5pm. Admission: $5 adults, $2 children 6-12, unless otherwise noted. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

June 29-30 Lebanon, Pa., Lebanon Valley Expo Center, 2120 Cornwall Road.

July 13-14 Fitchburg, Mass, Royal Plaza Trade Center.

July 20-21 Monroeville, Pa, Pittsburgh Expo Mart.

FRANKLIN SQUARE, NEW YORK, June 30. R.R. Lines Train Show at VFW Hall, 68 Lincoln Road, 9am-1pm. Admission $3, under 12 free with adult. Contact: Rae Romano, 237 Rin Tin Street, Franklin Square, NY 11010; 516/775-4801.

LACROSSE, WISCONSIN, July 20. Rail Fair '96 railroad show and flea market at Copeland Park, 10am-5pm. Tours of LaCrosse Short Line railroad display. Admission $2, under 12 free with adult. Information: The 4000 Foundation, Limited, P.O. Box 3411, LaCrosse, WI 54602; 608/782-5669.

HAMBURG, PENNSYLVANIA, July 28. Silver Anniversary Hamburg Dutch Train Meet at Hamburg Fire Co. Field House, Pine Street., 9am-1pm. All gauges of railroad collectables. Admission $2, under 12 free. Contact Sam Lenhart, R.D. #1, 1174, Leesport, PA 19533; 610/374-5694.

DENVER, COLORADO, July 27-28. 19th Annual Mile High Railfair at National Western Complex, I-70 and Humbolt. Saturday 9am-5pm, Sunday 10am-4pm. Adults $3, kids under 12 $1. Tables $35. Send SASE to: Intermountain Chapter NRHS, P.O. Box 480181, Denver, CO 80248.

GREENLAWN, NEW YORK, August 4. East Meets West Train Show at the Huntington Moose Lodge, 631 Pulaski Road, 9am-1pm. Adults $3, under 12 free. Contact: Carmelo Sancetta, Box 1286M, Bay Shore, NY 11706; 516/775-4801.

THREE FORKS, MONTANA, August 9-10. MilWest 1996 at the Historic Sacajawea Inn; Friday 7pm-midnight, Saturday 9am-midnight. Admission $8, couples and families $12. Contact: D. Larry Zeutschel, Box 206, East Helena, MT 59635

ELMONT, NEW YORK, August 11. St. Vincent DePaul's Parish Model Train & Toy Show at St. Vincent's School Auditorium, 1510 DePaul Street, 10am-4pm. Adults $5, senior citizens $3, under 12 free. Information: Frank Deorio, 1500 DePaul Street, Elmont, NY 11003; 516/352-2127.

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Camera Bag

BY JIM BOYD

Influences

GUEST COLUMNIST: STEVE BARRY

As the new kid on the R&R block, I was asked to explain my photographic "philosophy." My approach reflects elements of several photographers whose style I incorporated into my shooting. I think one of the best ways to develop a "style" is to look at what other shooters are doing, then go out and copy them. Duplicating their efforts gives you experience in taking photos that appeal to you, and you can later apply these techniques to similar situations you encounter down the road.

I've always been interested in railroads, and as I grew older I discovered my primary interest was in photography. I would go on trips with my father and his friends in the early 1960s, armed with my Kodak Instamatic 100, taking little fuzzy square slides. They looked okay to me — I guess that's what mattered most.

During college I finally got my first 35mm SLR (a Miranda Auto-Sensorex EE), which gave acceptable results (the camera clerk of the K-Mart where it was purchased recommended I use Fujichrome). Graduation from college in 1979 also allowed me to graduate photographically to a Nikon FM and Kodachrome. Eager to learn whatever I could, I would buy every magazine available and check out the photos, not only for the subject matter but to see who was shooting what and how they approached their subjects (this is something I still do — you can never learn enough).

My earliest efforts were basically hit-or-miss, mostly with misses. I would get the occasional good shot, but most of what I shot was pretty mundane, and a lot of it was downright awful. (I could package my results from a 1977 trip to Horseshoe Curve as a seminar in what *not* to do). I still couldn't figure out why the good ones turned out the way they did, as lighting and composition were pretty much alien concepts. It wasn't until later I discovered that at least a little bit of planning should go into each shot.

About the same time I was getting into photography, a new magazine called RAILFAN was hitting the stands. I would snap up every issue and turn to the CAMERA BAG column and try to figure out what I was doing wrong (gee, you're supposed to stand on the *sunny* side of the tracks?). I guess it could be said that the photographer who influenced my early efforts the most was Jim Boyd.

With several issues of Boydisms integrated

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into my shooting, I was at last getting consistent results. My grasp of the "basics" was further enhanced when I picked up a copy of *NWI's Guide to Railroad Photography*, a publication of the North Western Illinois Chapter NRHS (and re-released in a much-updated format as *Railroad Photography — How to Shoot Like the Pros*, published by Andover Junction). This book is the single most useful reference tool an aspiring rail photographer can have. It's tips on composition are presented in a way that will enable anyone to read them and instantly go out and take better pictures.

The next big revelation in my life (pictorially speaking) came when I first saw *America's Colorful Railroads — The Second Generation* by the late Don Ball, Jr. Inside its covers were perfect examples of what was basically documentation of the rail scene, but each photo had some other creative element incorporated into it. There were Amtrak turbos along the Hudson River and a funky shot of a Rio Grande boxcar in a shaft of sunlight in the middle of a monster storm. These were trains put into the context of their environment. Soon I was trying to do the same in my photography.

The third photographer that influenced my approach is Gary Benson, who was a professional photographer long before he discovered trains. Because he started shooting trains without ever having seen any of the rail hobby magazines or books, he was not influenced by the perceived boundaries that define "conventional" railfan photography. His fresh approach to the subject, along with his use of a variety of lenses (especially wide angles) and his close-up "detail" shots have all entered into my photographic "mix".

Today, my photography is still mostly influenced by what I saw in Ball's book over a decade ago, although I tend to lean more toward the creative ("artsy") side of the hobby. One of the things that keeps me interested in shooting is that there is always some new approach I want to master. Currently, I'm trying to figure out how photographers like Scott Snell and Steve Schmollinger come up with so many great shots with non-conventional lighting.

My current arsenal is a fleet of Nikons (my original FM along with an FE and two FE2s) and two MD-11 winders. My primary lenses are a pair of zooms, one a 35-105mm, the other a 70-210mm. I have a couple of fixed 50mm and wide angle lenses, and my most recent purchase is a "Western Wide Angle" 300mm lens. Going to autofocus would be an expensive proposition, and since I already have top-of-the-line optics with my current cameras, I would just as soon spend the money on trips to places I've never been. Film choice remains Kodachrome, with ASA 64 in one camera, 200 in another (for hand-holding medium telephoto shots or for use in grub). A third camera has Fuji Velvia loaded just for fun. If anything is moving slow enough to use multiple cameras I'll shoot a frame of Velvia — if it comes down to only one shot, Kodachrome *always* has priority. The fourth camera is loaded with a *film du jour*, currently Ektachrome Lumiere 100, just to see how different films react under different conditions.

I have also been an active night shooter, starting with my first group session at the East Broad Top in 1977. My first "Jim Boyd

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spectacular" was at Ivy City Engine Terminal (Washington, D.C.) in 1979. I started doing my own lighting in 1981 using small blue flashbulbs. I moved up to the big No.2 bulbs in 1986 and then went electronic with the Lumedyne system in 1992.

As I said at the beginning, my photography has developed through influences. The work of others I find appealing I try to incorporate into my "style." Setting goals keeps photography challenging — in fact, my ultimate goal is to take a "Ted Benson photo."

We'd like you to meet...

Steve Barry

The R&R staff has known Steve Barry for almost a decade and has often encountered him trackside and at National Railway Historical Society events. He has been a frequent contributor to the magazine and a good friend over the years. When Bruce Kelly announced his desire to move his family "back home" to Idaho, Steve came immediately to mind as a replacement candidate for associate editor. In a bit of good fortune, he was qualified, available and interested. His first writing assignment was to introduce himself in his own words. So here goes:

"I was born in South Jersey (which is how we natives distinguish our Philadelphia-influenced part of New Jersey from our less couth New York-influenced northern counterparts) in 1957. My father, Ernie, always had an interest in trains, and I guess it rubbed off on me and my brother, Bruce. All three of us still get out trackside.

"My earliest railfanning memories are of watching the Pennsylvania-Reading Seashore Lines commuter rush (all three trains) in my hometown of Millville. What was lacking in quantity was made up for in variety — one train was powered by a PRSL Baldwin AS16, one had a PRR E-unit, and the third was a two-car RDC set. Rail trips to the outside world included riding the Reading's legendary Iron Horse Rambles and day trips to Strasburg.

"During high school, stuff other than trains occupied my time (the wasted years), but college life at Rutgers University in New Brunswick, N.J., featured a dorm room overlooking the Amtrak/Conrail viaduct across the Raritan River. GG1s, E44s, MP54s and a variety of diesels (mostly still in Penn Central black) constantly paraded across the bridge. During my freshman year the first E60s showed up. Sadly, most of this went undocumented on film.

"During a trip to a hobby shop near Rutgers, I discovered the Tri-State Chapter NRHS newsletter *The Block Line,* which opened up a whole new world to me. Within a short drive from campus I found E-units swapping trains with GG1s on the New York & Long Branch, nifty red switchers on the Raritan River Railroad and Lackawanna m.u.'s on the Gladstone Branch.

"A graduation gift for myself was tickets to the 1979 NRHS Convention in Washington, D.C. The variety of trips offered during the event showed me what was out there to shoot, and I was hooked — I was back into the hobby full-time.

Today, I'll photograph just about anything that runs on rails. Main line steam, the newest Amtrak power and even streetcars have become targets. What I like best about the hobby, though, is that it has provided the excuse to go places I might not otherwise have visited. Railfanning certainly takes you to interesting places, be it the Canadian Rockies or Coney Island. My anthem is Willie Nelson's "On the Road Again."

"I had always been interested in writing, and meeting Alex Mayes, one of the more prolific magazine contributors around, in Grand Junction, Colorado, during the 1982 NRHS Convention, finally provided the spark I needed. Alex gave me a quick course in getting published, and it wasn't long before my first article appeared in *Rail Classics*. In 1986 I submitted my first article to *Railpace* Newsmagazine, which led to a long and productive relationship.

"In 1988 during a railfan weekend on the Blue Mountain & Reading in Pennsylvania, I won a cab ride in a raffle. As fate would have it, riding the cab on the same trip was newly hired RAILFAN & RAILROAD associate editor Mike Del Vecchio. With Mike held captive in the cab during the trip, I was able to talk him into letting me do an article on the Rocky Mountain Railroad Club's 50th Anniversary celebration — my first R&R article.

"I am active in the National Railway Historical Society and was elected Eastern Region Vice President in 1992. I have also served as National Director, editor and trip director for the Wilmington Chapter NRHS and staff photographer for the *NRHS Bulletin*. I support the effort to establish a railroad museum in the Garden State as a delegate to the United Railroad Historical Society of New Jersey.

"When not pursuing something on rails, I am involved in my other passions. I watch *Star Trek* in all four of its incarnations (with *The Next Generation* as my favorite) and tune in to NFL football every Monday night (and bad-weather Sundays). I enjoy country music, with an extensive collection of about 1500 albums. While my collection includes its share of today's "hot country" sound-alike artists, my favorites are still Johnny Cash, Merle Haggard and Waylon Jennings (all of whom still make great music but get little or no radio airplay ... but I digress). Of the new stuff, I like Hal Ketchum, Mark Chesnutt and Chris LeDoux.

"After spending 16 years as an accountant, I'm now an associate editor for a magazine. I'm not exactly sure how this happened, but I am glad to be a part of the R&R staff. It's not many people who get the opportunity to do something they've always wanted to do and work with friends they've known for years."

Videos

BY MIKE DEL VECCHIO

New Arrivals

"Railways of the North West and the Burlington Northern," from Herron Rail Video, 2016 North Village Ave., Tampa, FL 33612; 800/783-3886, is a well-paced little documentary of the building of Jim Hill's railroad empire across the "thousand miles of mountains" that make up the American Northwest. Produced by noted historian and film collector Bill Warrick, who also narrates, this show mixes some pretty terrific period footage of steam and diesel cab units with older still photos and contemporary scenes of today's Northern Pacific 4-6-0 328 under steam. Also included are cameo interviews with other historians, including transit authority George Krambles. The research and scripting are first rate, and I can almost guarantee than any viewer will learn something. Some of the vintage films show rare things like NP's *Minnetonka* and a 4-4-0 under steam, pacing views and fine scenic vistas in color of Great Northern F-units on the *Empire Builder*, NP and GN steam on freight and CB&Q steam-powered fantrips. All of the important elements are here for a world-class documentary; top notch research and scripting, lots of interesting imagery and audio (including period music and songs from promotional films). On the technical side, Mr. Warrick didn't have a network-size budget for the editing, so some audio level changes and rough video cuts are apparent. Regardless, this tape is must viewing for all students of rail history. 60 minutes, $39.95 plus $4.00 shipping.

Shot during C&NW's finest hours before the UP takeover is **"C&NW in Northwest Wisconsin,"** from Plets Express Railroad Video Productions, P.O. Box 217, Altoona, WI 54720; 715/833-8899. The show is based around C&NW's yard and operations in and around Altoona and Eau Clair, Wisc., and the video crews follow the action in three directions from there: east to Adams, west to Hudson and north to Superior. The action on the tape is plentiful and the motive power quite varied, from SD60s, GP9s and SD18s of the C&NW (in both shades of yellow) to modern UP, Norfolk Southern and Duluth, Winnipeg & Pacific units. The tape is presented in Plets' style of steady runbys and informative narration; we see the C&NW as if we were there shooting it ourselves with a knowledgeable native guide. A cab ride in an early Geep and some pacing footage help to break up the runbys. Plets' video documentaries are always well done, professional looking tapes, and at $47.95 I thought this one was a bit pricey in spite of its two-hour length. But the tape was reviewed in the Winter 1996 *North Western Lines*, the official publication of the C&NW Historical Society by Al Vanderpoel who declared the tape "shows the C&NW at its finest," adding that it's a "must purchase for C&NW fans" for its final documentation of the road. That's a great bit of praise when coming from the hardcore. The tape comes with a printed map and locomotive roster for handy reference while viewing the tape. 120 minutes, $47.95 plus $3.00 shipping (Wisc. res. add 5% sales tax).

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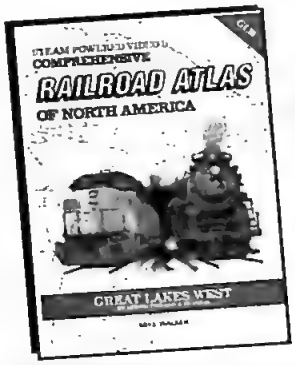

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"Trains on Location: Horseshoe Curve," from Kalmbach Publishing, 21027 Crossroads Circle, Waukesha, WI 53187; 414/796-8776, conveys the busy main line action on Conrail west of Altoona, Pa. This area was covered by Jim Olmstead in our June 1996 issue. Shot with the skillful eye of one-time associate editor Paul D. Schneider, this show artfully captures the scenery and nature of this bit of the former Pennsy. Most of the tape was shot from railroad property with Conrail permission, something nearly impossible for railfans to obtain. Also included are visits to the towers west of Altoona and a cab ride on a helper set around the curve. The show, of course, is based around Horseshoe Curve, but it begins at Altoona and includes several trains as far west as Johnstown and South Fork where our June 1996 cover shot was taken. Though the tape was shot before stack trains started using the line, Paul's artsy video style and intelligent scripting make this program watchable for years and collectible as an historic document. 60 minutes, $29.95 plus $4.50 UPS shipping (Md. and Wisc. res. add 5% sales tax, Canadian res. add 7% G.S.T.).

Feature Reviews

"The Stormy — Southern Pacific's Lordsburg District," produced by Pentrex, P.O. Box 94911, Pasadena, CA 91109-4911; 800/950-9333 or 818/793-3400; VISA, MasterCard, American Express and Discover accepted, VHS only, 90 minutes, $39.95 plus $4.00 shipping (Calif. res. add 8.25% sales tax).

Most RAILFAN & RAILROAD readers will remember the feature article on Southern Pacific's Tucson Division in the August 1994 issue. Well known as the "Stormy," this line was visited by Pentrex video crews in the spring of 1995 to record this interesting and action-packed main line. In this 90-minute video Pentrex crews explore the entire 160 miles from Tucson to Lordsburg, New Mexico.

This production is a great guide to SP's Tucson Division. We begin at the Tucson yard and then follow the line to Lordsburg. Along the way many of the scenic locations are highlighted: Vail, Cienega Creek Bridge, Irene and Buell Horseshoe curves, Mescal, Benson, Dragoon, Cochise, Willcox and Steins Hill. All four railroad summits are covered with plenty of action.

One of the primary focuses of the video is capturing the few remaining lower quadrant semaphore signals between Vail and Mescal on the eastbound No.2 track. We see many eastbound trains and Amtrak pass by the historic hands. Pentrex also goes into good detail explaining the different positions the signals display for train movement. This video tape can already be considered a collector's item, for as I write this review, the semaphore signals are completely gone!

Pentrex also records the many different phases of the double track reconstruction program going on. New bridges are being built, new crossover signals are in place and grading is ready for track laying. Many of the sidings are now fully double-tracked from Mescal up to the Summit at Dragoon.

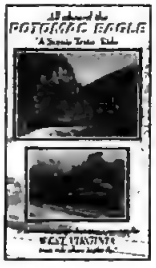
We also visit two of Arizona's short lines which interchange with the Stormy. The first is the San Pedro & Southwestern in Benson. We see the train preparing for an excursion run the next morning. We also visit the Arizona & Eastern at the town of Bowie. We watch as former-SP GP20s and former-UP (nee-WP) GP35s swap freight interchange with the SP and then return toward Safford.

All types of trains are shown throughout the tape. Everything from the very hot BSMFF "Blue Streak" merchandiser doing 70 m.p.h. to heavy manifest trains struggling up the 1.4% grades. Coal trains from the SF and UP's ADHFT "Nogales" stack train are also seen. One of the more dramatic sequences shows a hotshot with a CSX SD40-2 on the point roaring past us at dusk with a full moon in the background.

There are plenty of colorful consists throughout the video with lots of pool and lease power. Representatives include CSX, Conrail, MPI, UP, Santa Fe and Rio Grande. Amtrak's *Sunset Limited* also makes an appearance. There is a great variety of motive power running on each train with plenty of "clean" speed lettering units. Even one of the last "Kodachrome units" from the ill-fated SP/SF merger shows up on the point of a eastbound stack train.

The action is non-stop throughout with plenty of meets between trains, interesting yard operations and an inside look from a hump tower. All trains are accurately identified throughout, and impressive graphics and a detailed map keeps the entire district in geographic perspective.

This video is a must for any SP fan or anyone interested in high density railroading in the scenic desert Southwest. Seeing the semaphore signals operate is enough reason to buy the tape. Pentrex produces a quality product, and the sound and lighting are excellent — JAMES R. DOUGHTY.



"All Aboard the Potomac Eagle," from Greg Scholl Video Productions, P.O. Box 123RF, Batavia, OH 45103; 513/732-0660, VHS only, PAL format available for overseas, VISA and MasterCard accepted, 60 minutes, $19.95 plus $4.00 shipping (Ohio res. add 6% sales tax).

One of the sleeper tourist trains in the U.S. is the *Potomac Eagle* excursion that operates on the South Branch Valley short line along the South Branch of the Potomac River in the eastern panhandle of West Virginia. In recent years this excursion has had a great variety of motive power, from a restored B&O GP7 in the five-color livery to Alco FPA4s in the Missouri Pacific-inspired *Eagle* blue livery, to the A-B-A set of CSX executive F-units; the latter often ran in all

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kinds of consists including back-to-back A-units, A-B and coupled behind the Geep or FA. Much of this line runs through a deep gorge along the Potomac known by locals as "The Trough," and this place is world famous as a nesting ground for the American Bald Eagle.

Video producer Greg Scholl visited the *Potomac Eagle* during 1994 while shooting "America by Rail" (see the March 1995 VIDEOS), and the railroad rolled out the red carpet for him. He got enough footage for a complete program, and in this show you'll see lots of spectacular scenes. A traditional "wedge" scene is almost impossible on this railroad that's either on stilts, trestles or on a shelf along the river for most of its length. The scenery is vast and terrific, and the sun and blue skies were present throughout the entire tape.

Scholl's cameras were trackside, on the train, in the cabs and riding ahead of the trains on a hi-rail truck, and the railroad posed a few scenes, like a meet with Amtrak's *Capitol Limited* as it passed by the SBV interchange at dusk.

The narration is informative and tells a good story while appropriate music is in the background of some spots. Edited with much of the same television style as "America by Rail," this show can be enjoyed by a non-railroad audience. Bonus footage railfans will enjoy, however, includes a few impressive runbys of the CSX F-units during their freight days in dedicated trailer service between Atlanta and Cincinnati.

In all this a good show at a modest price, especially if you like classic diesels in clean and attractive paint schemes — M.D.

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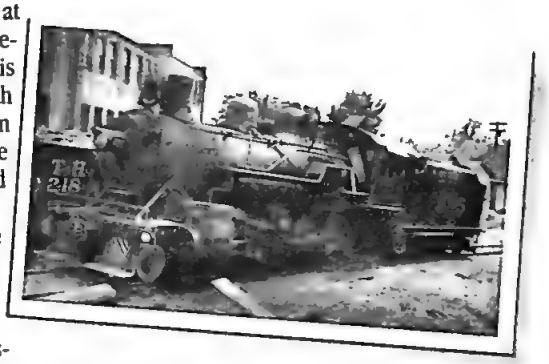

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Railroadiana

BY STEVE BARRY

What's New?

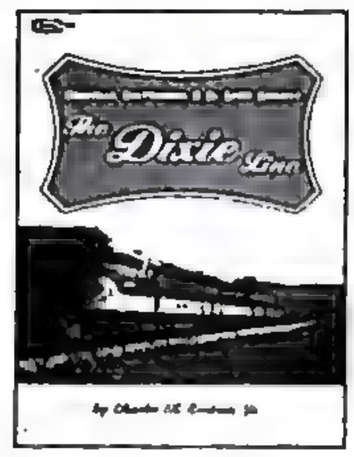
Short Lines: A Collection of Classic American Railroad Stories edited by Rob Johnson and illustrated by Don Hazlin is a 256-page 6"×9" hardcover collection of fiction from authors who were railroaders as well as some not usually associated with railroad stories. Among its 14 tales are *.007* by Rudyard Kipling, *Hoboes That Pass in the Night* by Jack London, *The Far and the Near* by Thomas Wolfe and *Holding Up a Train* by O. Henry. There are also stories from authors who were railroaders like Frank Hamilton Spearman, Frank Lucius Packard, Cy Warman and A.W. Somerville. The tales span the golden age of railroad fiction from 1897 through 1941. It sells for $23.95 from St. Martin's Press, 175 Fifth Avenue, New York, NY 10010.

Slow Train to Paradise: How Dutch Investment Helped Build American Railroads by Augustus J. Veenendaal, Jr. is a 350-page 7"×10¼" hardcover dealing with the massive Dutch investment in U.S. railroads from the 1850s though the early 20th Century. Fueled by the luck of a few speculators who quickly struck it rich investing in American railroad securities, many Dutch investors believed they had found a shortcut to riches, only to discover that only long-term investment produced substantial earnings. The scholarly text details early investment in the Illinois Central, and lines as diverse as the O&W, Bush Terminal and Union Pacific are given coverage. There are appendixes covering a chronological survey of Dutch investment from the archives of the Amsterdam Stock Exchange and a listing of individual railroads with all investment activity. There is a sprinkling of black and white photos, mostly of turn-of-the-century steam power of the railroads with Dutch investment. It sells for $45.00 from Stanford University Press, Stanford, CA 94305.

Morning Sun has two new diverse additions to their catalog. First is **Illinois Central in Color** by Lloyd Stagner, a 128 page all-color look at the Main Line of Mid-America from late steam days through the second-generation diesels. Chapters are devoted to different types of power starting with IC's 4-8-2s and finishing with suburban m.u. cars. Most of the steam scenes are action views, with the diesel coverage a mix of action and roster shots. A handful of timetables, posters and maps plus a roster as of Januray 1, 1952, round out the coverage.

The second Morning Sun offering is **B&O Color Guide to Freight and Passenger Equipment** by Craig T. Bossler, with over 300 photos in 128 pages. The first 30 pages are devoted to passenger equipment from RPOs through observation cars. There's over 60 pages of freight cars from flats and hoppers to livestock cars. Following ten pages of cabooses is a variety of non-revenue equipment, broken down by passenger car ancestry and freight car ancestry. Finally, there's some miscellaneous stuff (such as the rubber-tired EMD cab-unit-inspired "parade locomotive"), buses and trailers.

Both Morning Sun Books are 8½"×11" and sell for $49.95 each plus $3.50 shipping (N.J. res. add 6% sales tax) from Morning Sun Books, Inc., 11 Sussex Court, Edison, N.J. 08820.



NC&StL reading

Cowan, Tennessee, was an important helper town on the NC&StL, as described in the short feature beginning on page 56, and its glory years are amply covered in **"Nashville, Chattanooga & St. Louis, The Dixie Line,"** by Charles B. Castner, Jr., and published by Carstens Publications, Inc. On 98 8½"×11" pages between hardcovers are well over a hundred black and white photos showing the glory years of the "NC" on the main line and most of its branches. The book is divided into five chapters, each containing a short text that is complemented by very informative photo captions. Author Castner worked for the L&N and CSX public relations departments since 1961, and his love for the NC comes through in the book. Several collections were combed for material, including that of Colorado rail historian Bob Richardson, who visited Cowan often while stationed at Camp Forrest at Tullahoma.

Between pages 46 and 53 are 16 photos taken on either side of Cumberland tunnel, and in these it's easy to see that Cumberland Mountain was a huge rock wall that tormented the NC and L&N and even CSX today. The reading is fun and folksy, and the emphasis is more steam than diesel, but a clean A-B pair of F-units in color graces the cover. The NC&StL is one of those roads that doesn't enjoy a whole lot published about it, and its followers won't be dissapointed here. *The Dixie Line* is available at hobby stores or from our Book Depot for $26.95 plus $2.00 shipping (N.J. res. add 6% sales tax) by calling 201/383-3355 or (toll free) 800/474-6995. M.D.

Seaboard Air Line

There are two new books sure to please fans of the Seaboard Air Line. One is a comprehensive history of the road, while the other covers the line's most famous train.

First up is **Through the Heart of the South: The Seaboard Air Line Railroad Story** by Robert Wayne Johnson. This quality 8½"×11" hardcover traces the history of the SAL from its predecessors in 1832 up to its merger into Seaboard Coast Line in 1967. Its 160 pages are illustrated with 200 crisp black and white photos, with some given a

full page, from the earliest steam power through second-generation diesels. A roster of steam locomotives on the line from 1938 through 1959 and an all-time diesel roster (including renumberings into SCL) are presented. All in all, this is a very impressive offering. It sells for $35.00 U.S. ($50.00 Canadian) from Stoddard Publishing, 34 Lesmill Road, North York, ON Canada M3B 2T6.

The second SAL book is ***Orange Blossom Special*: Florida's Distinguished Winter Train** by Theodore Shrady with Arthur M. Waldrop and published by the Atlantic Coast Line and Seaboard Air Line Railroads Historical Society, Inc. The front cover features a color painting by Gil Reid while the back cover has a painting by Bob Karsten. In between are 84 pages of history illustrated with over 100 photographs and a ton of timetables and posters. In addition to chapters devoted to the history of the train from its beginnings to its final years, there are chapters devoted to the train north of Washington, D.C. and its West Coast (of Florida) Section. *Orange Blossom Special* is 8½"×11" softcover and sells for $19.95 plus $3.00 handling from ACL & SCL Railroads Historical Society, Attn.: Denis Blake, 978 Pennsylvania Avenue, Columbus, OH 43201.

Spiral Tunnels

Canada's most famous rail landmark is the Spiral Tunnels on the Canadian Pacific main line in British Columbia. The tunnels, and the the grades they eliminated when built in 1909 are the subjects of an 80-page 6"×9" softcover book **The Spiral Tunnels and the Big Hill** by Graeme Pole from Altitude Publishing Canada, Ltd., P.O. Box 1410, Canmore, Alberta, Canada, T0L 0M0.

The book starts off impressively, with a black and white cover photo by Nicholas Morant of Selkirk 5925 entering the Lower Spiral Tunnel. There are more than a dozen sections covering various topics, with the first a two-page introduction of Prime Minister John A. Macdonald's dream of uniting Canada by rail when British Columbia joined the Confederation in 1871. This is followed by "A Spiral Tunnels Primer" which explains the hows and whys and puts the historical sections into perspective. Later sections look at the contemporary operations, and a "Train Spotting Guide" lists locations on public property for best viewing the tunnels.

The book is profusely illustrated with over 60 historic black and white photos, and there are several maps showing the area around the tunnels. The photo reproduction is crisp. In addition to the various sections, there are numerous sidebars looking at small details and relating stories of the tunnels and the men who built them.

Anyone planning to visit British Columbia to ride the *Rocky Mountaineer* or take photos along the line should read this book before they leave. The price is right, the reading is entertaining and even those who have been there before will probably learn something new. The book costs $12.95 Canadian plus shipping and can be ordered by calling Altitude Publishing Canada, Ltd., at 1-800-957-6888. The publisher advises the easiest way to order is to use a credit card (they accept VISA, MasterCard and American Express), and with today's favorable exchange rate your statement should reflect a cost substantially less than $12.95.

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California Timetable No.7

From mega mergers and new commuter services to new trackage and changes in radio frequencies, it's hard to keep pace with the ever-moving rail scene in California. **California Region Timetable No.7** contains all the latest operation information effective March 1996. The most popular title in the series of railfan timetables from Altamont Press, this updated edition of the *California Region Timetable* measures 4"×10½", so it easily fits into your pocket, camera bag or glove compartment. Its 104 pages are filled with nearly everything you'll need to know about California railroading, and the information is organized into a very intelligent, user-friendly format.

The majority of the book is devoted to timetable graphs for every line segment on the Class 1 roads and 30 short lines. These graphs indicate stations, siding lengths, talking defect detectors, locations and lengths of tunnels, helper districts, speed limits, radio frequencies used specifically on that route and much more. Then come the symbol lists for SP, UP and BNSF, radio frequencies for California railroads from Alameda Belt Line to Yosemite Mountain Sugar Pine (plus regional weather stations and railfan amateur radio channels), locomotive rosters, special instructions, diagrams of various wayside signals and signs, and the latest Amtrak schedules.

But wait, there's more! In the middle of the book are twelve full-color maps showing the overall rail network in California, plus detailed looks at Suisun Bay, Oakland, Los Angeles Harbor, Sacramento, Stockton, San Jose, San Bernardino, Los Angeles and the San Francisco Bay Area. Best of all, though, are detailed maps of Cajon and Tehachapi, both of which include grade profiles, tunnels and roadways. Altamont's timetable is one of R&R's most often referenced sources.

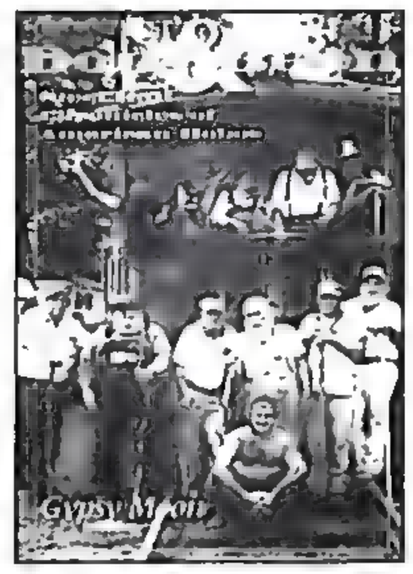
California Region Timetable No.7 is a fantastic bargain at $16.00 plus $1.50 shipping from Altamont Press, P.O. Box 754-R, Modesto, CA 95353 — BRUCE KELLY.

Duplicate slides

If you're into collecting slides, the selection offered in the **East West Rail Scenes Catalog** should be at the top of your list. The 100 sample slides sent to us, all on Ektachrome 5071 duplicating film with Kodalux processing, have excellent color, lighting and composition. Though not as razor sharp as the originals, they'll hold up well under ordinary viewing, even when being projected for group enjoyment.

Our samples displayed an equal mix of close-up roster shots and action scenic views. Subjects, to name just a few, included UP SD40-2s on a stack train in Meadow Valley Wash, A-A-B-B-A-A Amtrak Fs on Donner Pass, U-boats and slugs on the Milwaukee Road, Tunnel Motors and SD9s on the Rio Grande, a U50 and DD35 on SP, Soo Line GP30s, Alcos and SDP45s on the EL, a Pennsy GG1, an IC C636, BAR F7s hauling pulpwood, CN boxcabs and much more.

The extensive *East West Rail Scenes Catalog* lists thousands of slides by railroad and predominant locomotive model. Each listing then describes the location and date of the picture, and rates the proximity of the train to the camera on a scale of 1 ("very close, roster distance") to 5 ("considerable foreground and/or background"). You can order the latest catalog by sending $3.00 to East West Rail Scenes, P.O. Box 418, Torrance, CA 90508. Along with the catalog, you'll receive three sample slides — BRUCE KELLY.



Book Reviews

Done & Been: Steel Rail Chronicles of American Hobos by Gypsy Moon, published by Indiana University Press, 601 North Morton Street, Bloomington, IN 47404-3797; 202 6"×9" pages, softcover $12.95, hardcover $27.95.

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American culture has glamorized the not really glamorous life of the hobo. *Done & Been* is yet another effort in that direction. This book started out as an oral history project by Indiana University student Jackie Schmidt, who interviewed many legendary hobos starting in 1985. One night she impulsively hopped a freight and was on her way to eventually being honored with her road name, Gypsy Moon, and elected a National Queen of the Hobos in 1990.

There have been several "yuppy hits the rails" stories in recent years. This could have very easily been another of those. What sets this book apart from the pack, however, is that it is *delightful* reading. I picked up the book to give it a quick look, and soon found myself reading complete sections of it. It's very entertaining and easy to read.

The first chapter is devoted to "A Short Course in Hoe Boy History and Philosophy," an overview from a visit to the hobo convention in Britt, Iowa. It is here we get a look at what defines a hobo - they are not bums, nor do they consider themselves homeless. "A house is a building, but home is an attitude," Gypsy Moon writes.

The next section of the book is twelve oral histories of hobos relating their adventures, most of which revolve around their experiences on the railroads. There are names like "Steamtrain Maury," "Tumbleweed" and "The Sidedoor Pullman Kid." While the book is geared toward a general audience, there are enough specific references in the tales that rail enthusiasts will probably come away with a deeper appreciation for the stories.

The final chapter relates Gypsy Moon's own adventures riding trains with Collinwood, a thirty-year old modern hobo who uses a scanner to find trains to hop. Sometimes the text gets a little trite (such as when describing a view of the night sky from a moving train) but for the most part remains entertaining. And even modern day hobos run into problems — Gypsy and Collinwood encounter everything from being stranded in Genoa, Ohio, (where even the Greyhound station has moved out of town) to being stuck on a moving covered hopper in a downpour.

The book wraps up with some fluff — 23 pages of hobo recipes, a glossary of hobo terms (most of which will be familiar to rail buffs, but the general readership may find useful), and a page of symbols hobos scrawled along the roadside to let others know about the area (such as if there were good handouts available or if the local law was unfriendly).

The book's only illustrations are photos of the hobos interviewed for the project — it helps the tales when you can match a face to the story-teller. If you're looking for some good rail-related reading that's more than photo captions but less than a blow-by-blow description of how the XY&Z Railroad survived the Great Depression, give this book a shot. You'll find it a perfect way to close a day — STEVE BARRY.

Pennsylvania-Reading Seashore Lines In Color by John P. Stroup, published by Morning Sun Books, Inc., 11 Sussex Court, Edison, NJ 08820; 128 8½"×11" pages, hardcover, $49.95 plus $3.50 shipping (N.J. res. add 6% tax).

After moving from southern New Jersey to Newton, it was a pleasant surprise that the first book to hit my desk for review was a slice of home. Prior to Conrail, the PRSL was the dominant railroad in my part of South Jersey (well, except for the southernmost extremity of the Jersey Central, it was the *only* railroad), and as a kid I thought it was one of the major railroads in the country. To this day I feel somewhat slighted that whenever a list is published of all the railroads that went into Conrail, the PRSL is invariably left off.

A look at the cover of this latest offering from Morning Sun tells you what the PRSL was all about. The line was a consolidation of the PRR's West Jersey & Seashore and the Reading's Atlantic City Railroad in 1933, and both parents provided power. Gracing the cover are two Pacifics, a G-3 from the Reading and a K4s from the PRR, as well as a PRSL Baldwin AS16 pulling a string of Tuscan coaches. In fact, the Pacifics and Baldwins dominate the photographs in the book, along with RDC's and the later PRSL GP38s.

The book basically follows the PRSL from Philadelphia, across the Delair Bridge into New Jersey, and then on to Atlantic City. Subsequent topics include the other branches to the shore, a look at PRSL operations in Camden, and the "inland" branches that served the western side of South Jersey. The book wraps up with a look at PRSL

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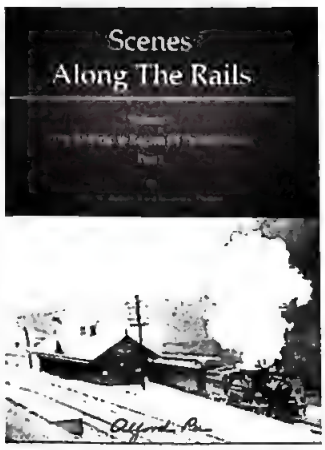

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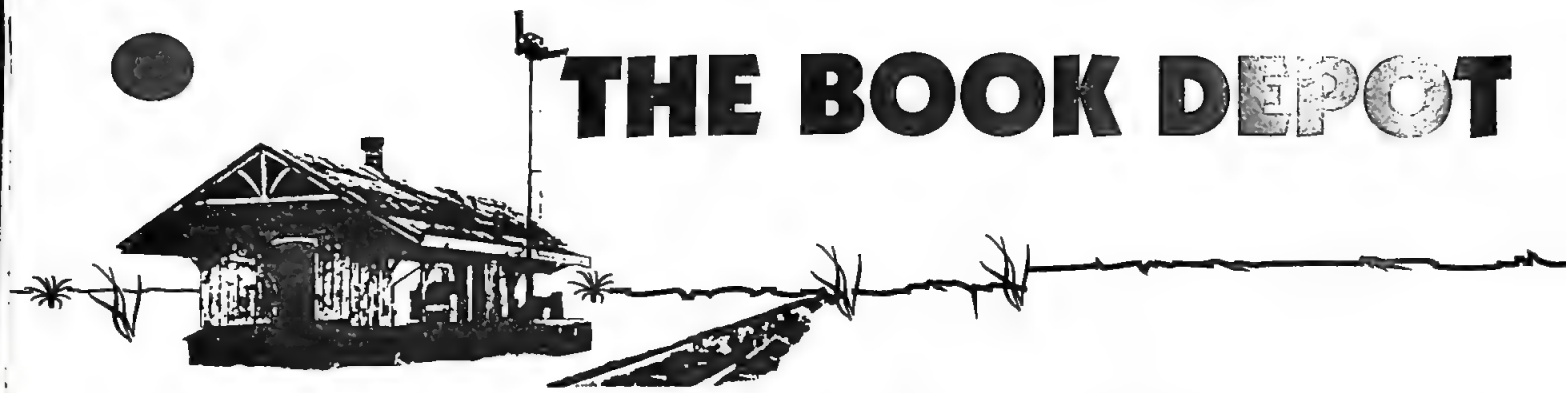

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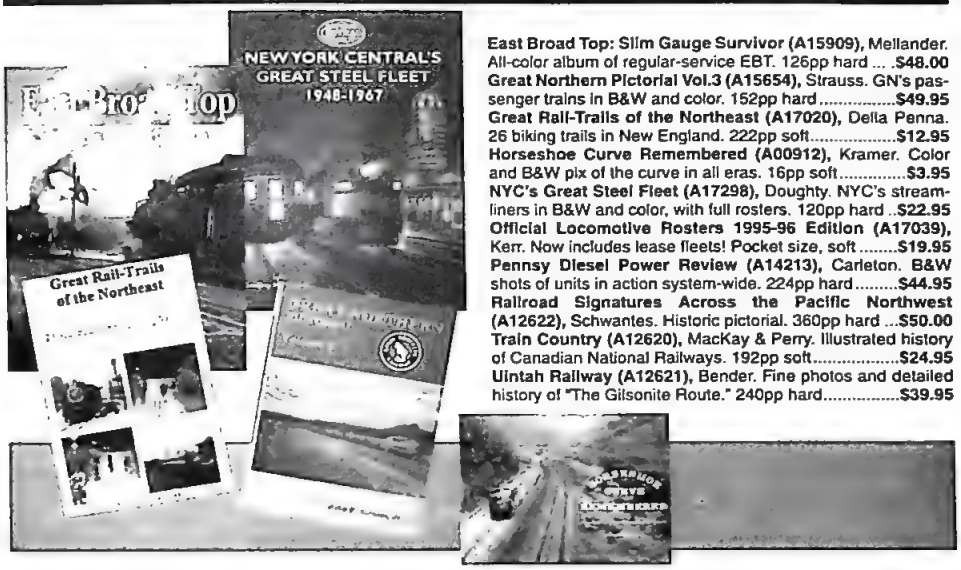

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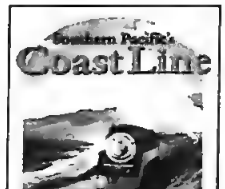
power utilized on the PRR branches to Bordentown and Pemberton, an all-time diesel roster and an overview of cabin cars.

Okay, I'll admit that the PRSL went through some of the flattest territory in the country (although the book points out that there were a couple of grades on the line that limited train lengths). Nonetheless, the scenes in this book are varied, relying heavily on towers and stations to add to the scene. The PRSL had three lines that supported commuter service and thus had a plethora of stations. In addition, its proximity to both the Atlantic Ocean and Delaware River meant it had to cross several inlets and creeks on numerous bridges.

The book is laid out in typical Morning Sun style, with one or two pages devoted to a topic (generally a geographic location). A brief introduction along with detailed photo captions explain each topic. The photo reproduction is generally good, although some of the more vintage scenes reproduced a little on the dark side. I checked the photo credits and found several of the "name" PRSL shooters represented — Will Coxey, Frank Kozempel and Bob Long are well-known South Jersey rail historians. Besides the photos, there are other illustrations such as timetable covers, passes and the like and a couple of maps are included.

Due to its "cult" following by South Jersey railfans, there have been several books published on the PRSL. This book is the first, though, to tackle the subject in color. Any fan of the PRSL, as well as Reading, Pennsy, RDC and Baldwin fans will get a kick out of this book — STEVE BARRY.



Southern Pacific's Coast Line by John Signor, published by Signature Press, P.O. Drawer A, 11508 Green Road, Wilton, CA 95693; 324 8½"×11" pages, hardcover, $65.00 plus $3.00 shipping ($6.00 shipping foreign, Calif. res. add $5.04 tax), limited edition signed and numbered copies $90.00 (same shipping as above, Calif. res. add $6.98 tax).

Two pieces of railroad define the Southern Pacific in California.

One climbs 7000 feet to stab the granite heart of the Sierra Nevada above Donner Lake. The other rarely gets more than a couple hundred feet above sea level. One connects California with the East Coast. The other links the two largest population centers on the Pacific shore. One has been the subject of a hundred volumes of history; the other merely part of a greater whole — until now.

For fans of SP's fabulous Coast Line, the wait is over. And the wait has been more than worthwhile. *Southern Pacific's Coast Line*, the sixth volume in John Signor's considerable contribution to the history of "The Friendly," is arguably the best yet. Blessed with "a rich legacy of photography," this book shines in its abundance of fine illustration, rare color views accenting the predominance of black and white imagery. Excellent reproduction highlights the book, Signor's first with Signature Press. Modestly priced as $65.00 for 324 hard-bound pages ($90.00 for limited editions, numbered and signed), *Coast Line* is a solid buy for anyone enthralled with the SP of salt air, seashore and trains reflecting the red and orange of a setting sun.

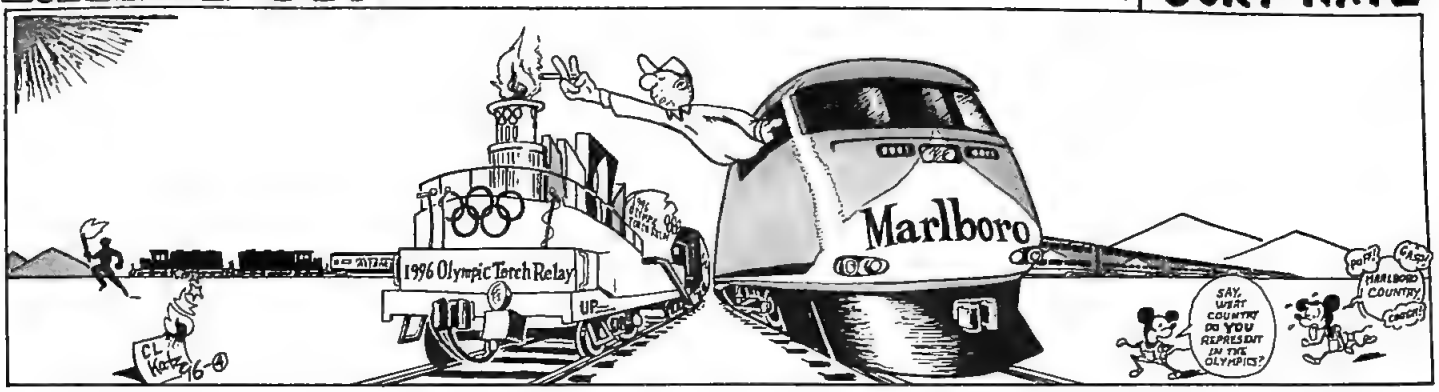
Five main chapters recount the construction and evolving operation of the railroad. Laying rail down the padres' trail was no easy task, and Signor concisely chronicles the drama and dawdling progress of crusty Collis P. Huntington as the old man grudgingly humored the locals on California's central coast. Driving steel the length of El Camino Real took almost 40 years, but once the gap was closed with Bill Hood's Tehachapi-esque crossing of the Santa Lucia Mountains and some impressive bridgework around Point Concepcion, SP's "road of a thousand wonders" proved more than deserving of the brag.

First-class carriage highlights this tale of the "see-way for passengers" that Espee proudly advertised into the 1960s. As expected, the *Daylights* dominate, but the red and orange consists from Lima and Pullman were only part of a number of fine services carded on the Coast. Signor provides a full accounting from the *Coaster, Del Monte, Lark* and *Sunset Limited* down to the dowdy mail train known as "Sad Sam." The Peninsula commute service is explored across 13 decades from San Francisco & San Jose wood-burners to push-pull *Caltrains*.

Richard Steinheimer's series of four color photos made at Chorro in 1958 (pp. 208-209) define Coast Line tonnage over the years. The *Daylight* makes a token appearance (behind Alco PA's), but the focus is freight — reefers, beets and expedited merchandise. Serving a developing territory at the turn of the century, the Coast lagged behind SP's Valley Line, where a solid trade had been established for years. In 1905 as in 1995, the bulk of Southern Pacific's intrastate freight traffic stayed east of the Coast Range.

Signor details Coast Line tonnage from locals and beet haulers to the "Smokey" and the LABAF, following the fortunes of a California economy whose ebb and flow matches the Pacific swell. It's a fascinating story and one little told until now. Coupled with accounts of the line's trials by fire, flood, earthquake, shipwreck and the occasional spectacular derailment, *Coast Line* emerges as an engrossing tale. Clean graphics propel the book, spiced with timecards from the 1870s through the 1950s and Signor's excellent cartography. A comprehensive station list by Lynn Farrar chronicles the highlights of 484 mileposts and places from Arlight and Edna to Visitacion and Wave.

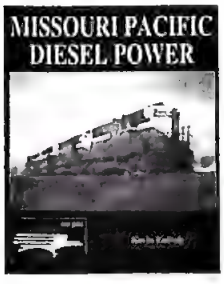
And then there are the photographs. The usual gang of suspects — Steinheimer, Sims, Dorn, Duke, Zukas, et al — claim photo credits, but *Coast Line* sparkles in the selection of work from less-recognized practitioners. A number of railroaders check in with fine local studies, particularly Robert McNeel at Santa Barbara and Art Laidlaw at San Luis Obispo. The collection of the late George McCarron, to whom the book is dedicated, provides a number of rare images. A broad range of hobbyists — Don Hansen, Jim Orem, John Roskoski, John Shaw, Fred Wheeler and Ed Workman among them — provide work equal to the biggest "names" on the bylines. Another standout is "Photo Bob" Morris, whose solid



imagery from the '60s and '70s is just gaining appreciation from a new generation of fans. Coupled to some phenomenal "S.P.Co." publicity views and commercial efforts from Aston, Hodges, Kurtz and McCurry, it's easy to see how difficult the art selection process must have been. Nearly 600 images grace the book, and it's still just a beginning.

For all the plus factors in *Coast Line*, a few nits are worth picking. Too many times the text pages are broken by several pure photo pages, making it difficult to read a chapter all the way through. I like the layout mix of pure text and text-with-photo pages and would suggest keeping these pages together to the end of a text before filling out the chapter with photo spreads. Books like *Coast Line* are really two documents — text *and* photos. Keeping the two separate makes it easier to enjoy both.

The paucity of branch line coverage is a disappointment. A number of books *have* been published on the Santa Cruz railroads, but all are out of print, and there's nothing available on the lines to Monterey, Hollister, Lompoc, Ojai and Santa Paula. The branch line coverage that does appear in *Coast Line* is good, but there's not enough of it. Space is a consideration, and I understand the author's logic in giving the main line preference. Still, the shortage of short lines only leaves me wanting more. Let's hope *Southern Pacific's Coast Line* is only the first Signor offering on the subject — TED BENSON.



Missouri Pacific Diesel Power by Kevin EuDaly, published by White River Productions, 6545 Scenic Drive, Kansas City, MO 61433; 192 8½"×11" pages, hardcover, $59.95.

In this era of fallen flags, much has been written on the histories of the disappearing lines. Much energy has also been spent on documenting the motive power of new systems and their operations. It is a promising sign that there are still people who care enough about the past to put together a concise and detailed historical masterpiece on the diesel power of the Missouri Pacific System.

Missouri Pacific Diesel Power is a high-quality book that chronicles the entire MoPac-T&P fleet, and it is the first book turned out by publisher White River Productions. Over 130 photographers contributed 30,000 slides and 5,000 black and white prints to the effort. In all, 325 images made it into print.

The MoPac roster was a complex one, with numerous renumberings and unusual acquisitions through the life of the railroad. This book attempts and succeeds in listing every diesel locomotive owned by MoPac and its subsidiaries.

The book starts out with a brief history of the MoPac, followed by a segment on paint (yes, there was more than blue paint in the beginning), along with a description of variations and special schemes.

Each chapter is laid out in a time-line look at acquisitions. Builders are broken down by model and explored in depth. From the fleet of lowly Plymouth switchers on the New Orleans & Lower Coast, this text will take the reader on a magical trip through the early years of diesels before standardization became the by-word of the industry. A complete roster is included with each entry, showing any changes to that unit and eventual disposition, and thumbnail lists at the beginning of each chapter allow the reader to quickly find almost any particular locomotive.

As a casual visitor to the Missouri Pacific operations, I was overwhelmed by the seemingly constant renumbering that went on. This book lists all the renumberings that occurred during a unit's life. Some locomotives had four numbers or more while ownd by the MoPac.

Also included are five chapters on the Chicago & Eastern Illinois' motive power. This includes the locomotives transferred to the L&N at the time of absorbtion into the MoPac empire.

Photo quality is good to excellent with lots of color sprinkled through the text. Black and white reproduction is better than most attempts today. One omission that was noticeable was that there was much discussion of the re-engining of the Alco RS11s with EMD prime movers, yet no photos of the resultant "GP16s" are shown (being an Alco-holic, I'm sensitive about such things). And not one color photo shows up of the spectacular T&P Swamp Holly Orange and black.

As motive power books go, this is one of the best. If you're interested in motive power development, locomotive histories or the MoPac, I highly recommend adding this book to your library — KERMIT E. GEARY, JR.

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Transit Currents

Cutbacks on the

Otto Goessl reported on his January 1996 visit to New Orleans. He found the Regional Transportation Authority was $2 million in the red in 1995, and cutbacks in operations were necessary in 1996 to make up for the deficit. A reduction in the number of operators affected all major lines. Decreased headways demand fewer vehicles. Seven cars were mothballed on the St. Charles Line: 910, 921, 930, 933, 937, 951 and 965. All seven are inside the Carrollton carbarn, covered with plastic/fiberglass tarps. Mr. Goessl notes that these cars may be stored for a long time, as three former SEPTA PCC cars and No.29, a venerable Ford, Bacon & Davis deck-roof single truck sander/rail grinder car, are spotted at either end of the stored cars. SEPTA 2791, which is sitting on shop trucks, and six other cars were spotted in the visit. It appears little or nothing has been done to the cars. The Philadelphia PCCs have the distinction of being the only domestic cars acquired second-hand in the whole history of New Orleans transit.

These cars were acquired to recycle the trucks and mechanical and electrical gear, along with the controls. These parts would be used to aid in the construction of replicas of the 1920s Perley A. Thomas-style cars. These new cars would be accessible and used for either the proposed Canal Street line or the Riverfront line.

Thanks again to Otto Goessl for the information.

More on Angels Flight

Readers of this column will know that Angels Flight in downtown Los Angeles has reopened (June '96 R&R). Starting in 1901, the beloved funicular railway operated for 68 years. It was dismantled during the refurbishment of the Bunker Hill area of Los Angeles, with the promise that Angels Flight would come back. The promise was kept. The twin cars *Olivette* and *Sinai* once again climb up and down Bunker Hill a half-block from their original location. The fare for the ride up the 315-foot hill is 25 cents.

The Los Angeles Conservancy (Roosevelt Building, 727 W. 7th St., Suite 955, Los Angeles, CA 90017, 213/623-CITY) has a booklet entitled "A Guide to the Restoration and Reconstruction of Angels Flight." The Conservancy is a private, not-for-profit organization dedicated to the preservation and revitalization of the city's architectural heritage. A number of tours are offered by the conservancy, and the Pershing Square tour offered every Saturday passes by the Angels Flight restoration workshop.

The Angels Flight funicular is now owned by the non-profit Angels Flight Railway Foundation, which also directs the Angels Flight Museum and related educational programs. The address for the Angels Flight Railway Foundation is Bunker Hill Post Office, Box 712345, Los Angeles, CA 90071. Thanks to Frank Bauer for the information.

Washington and snow

By the time this sees print, the flowers will be blooming, and the readers of this magazine may be complaining about the heat. But the harsh winter of 1995-'96 in Washington, D.C., was one without flowers as transit service in the city was seriously interrupted by the weather.

The Blizzard of '96 was just getting underway in the Washington area when a Metrorail train slid past the platform at the Shady Grove Metro station. Darrell Callends, the operator of the train, was killed when it crashed into a standing train about 150 feet beyond the platform. Falling snow affected track conditions, and Callends' train was under automatic control rather than manual control. Some disagreement exists about whether Mr. Callends had requested to take over direct operation of the train or allowed it to be operated in the automatic mode.

The National Transportation Safety Board is holding a full-fledged investigation of the accident. One question investigators are raising is why Metrorail operators were not allowed to run the trains manually in adverse weather conditions. Complicating the investigation is the resignation of Lawrence Reuter as general manager of WMATA to become president of MTA New York City Transit. He is replacing Alan Kiepper who is retiring. Fady Basilly, who has been head of WMATA's rail operations for many years, is a logical contender for the position of general manager at WMATA. The complication is that Basilly, as general manager, would oversee the investigation of his own rail operation. This may lead to his being passed over for the position.

Metrorail had extremely serious problems in providing service during and immediately after the blizzard. One train with passengers aboard was marooned for six hours between stations. There was severe overcrowding on the trains that did operate and several train breakdowns. WMATA managers admitted the transit authority is not able to cope with more than a foot of snow, as it affects sophisticated electronic gear. Thanks to Marion J. Zych, Jr., for the news.

Charlotte trolley on the roll

My old friend David Crawford writes that by the time you see this Charlotte's trolley will be serving the downtown area. With restoration of a bridge over the Interstate

PLEASE SEND any traction news or correspondence directly to: George M. Smerk, Institute for Urban Transportation, 809 East Ninth Street, Bloomington, IN 47408-3805

BY GEORGE M. SMERK

New Orleans streetcars

highway, service will begin to the city's new convention center and the NFL Panthers' football stadium.

Up to now the service has been provided with Car No.85, the last car to operate in Charlotte in 1938. No.85 operated on about 875 feet of wired track along a siding of the former Southern Railway "R" line. Car No.1, a single-truck vehicle from Piraeus, Greece, has been restored. Operators are being trained to use its regenerative (dynamic) braking system. Initially there will be a demonstration period with either trolley towing a generator. When line poles and overhead wire are installed, permanent operations will begin.

The entire line will be 1.8 miles long and will run to Charlotte's convention center. This center was built with a tunnel through it in order to accommodate the trolley and the future light rail. Dave indicates that anyone who donates $25 will receive a commemorative stock certificate. The address is Charlotte Trolley, Inc., 2104 S. Boulevard, Charlotte, NC, 29203.

Transit stress in New York

Living or working in New York City can be stressful, with the winter of 1995-'96 exceptionally rough. Metro-North contract negotiations with maintenance-of-way crews hit a major snag over no paid sick leave for persons doing a hard and often dangerous job. Then an increase in fares from $1.25 to $1.50 brought on a lawsuit. At issue was the 20% transit fare hike versus a 9% fare increase on suburban rail lines. Those who brought suit claimed it was an example of racial discrimination; debate took on an urban versus suburban tone. Readers should realize that, unlike in most other cities in the United States, only very limited points exist in New York City where a free transfer is possible between buses and rapid transit; full cash fares have to be paid on each vehicle. A bus-rail-bus ride would thus cost $4.50 one way.

Adding to the stress was the Blizzard of '96. Correspondent Thomas Meehan writes that he grew up in New York Central third rail territory, and for the first time in his life saw the third rail completely covered on the lines that are now part of the Metro-North Railroad. Mr. Meehan writes he rode a Hudson Line diesel train on the day the storm ended (Monday, January 8) eastbound toward Grand Central. At Dobbs Ferry a westbound diesel train, with two New Haven-painted Connecticut DOT FL9s for power, passed the train he was on. The westbound was breaking trail on Track 3, and by the time his train got a few miles further east, Track 3 was already covered again due to the blustery winds blowing the powdery snow around.

The snow not only got in the way of the third rail, but it also got into the electrical systems of the cars, causing short circuits and burned-out motors. Metro-North was particularly hard hit because more snow was on the ground in its territory than in the areas served by the Long Island Rail Road. Many thanks to Thomas Meehan for the news.

Washington Metrorail parking

It is increasingly recognized that parking is a key factor in gaining greater patronage for rail commuter, light rail and heavy rapid transit services. A proposal by the Washington Metropolitan Area Transit Authority to build garages for increased parking at the Addison Road, East Falls Church, West Falls Church, Dunn Loring and Vienna stations is no surprise. The garages would add 5,000 parking spaces at these suburban rail stations and increase by 60% the spaces available for commuters.

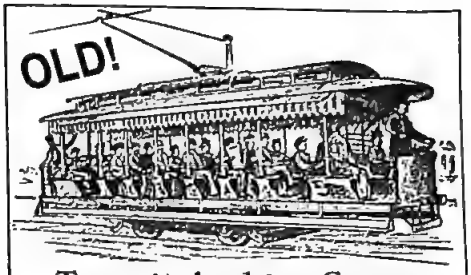
The problem in Washington, as well as everywhere else, is the existing parking at many stations is full by 8:00 a.m. Any attempt to attract more passengers is impossible without someplace for them to put their cars. In some places adequate bus service feeding the stations will do the trick, but this does not work everywhere. About 275,000 riders use the Metrorail system on the average weekday. This number has not risen much in recent years, and it may be that the practical level of accessibility to this system has been reached. This is a problem as well for the South Shore Line, Metra, the MBTA commuter rail services, SEPTA and any place where it is difficult or impossible for the majority of riders to easily walk to a station. Thanks to Marion J. Zych for the information.

Flashes

Mid-year 1996 ought to see the reopening of the Green Line rapid transit in **CHICAGO**. This is the combination of the Englewood, Jackson Park and Lake Street elevated lines. The line was shut down for over two years for complete refurbishment. Most of the elevated structure was built in the 1890s. When the CTA finally gets done with the Green Line renovation, it should be good for another 100 years.

The civil engineering work on the new rapid transit line in **SAN JUAN, PUERTO RICO** should get underway in the summer of 1996. When completed, the Tren Urbano will provide rapid transit service to the municipalities of Santurce, San Juan, Guaynabo, and Bayamon.

In the southern part of **NEW JERSEY** support is increasing for extending the PATCO high-speed line into Gloucester County. Debate has continued about whether the county should be served with light rail or PATCO extension. The final decision has not been made, but there is support for a PATCO extension; it would offer a one-seat ride from the Jersey suburbs into Philadelphia.



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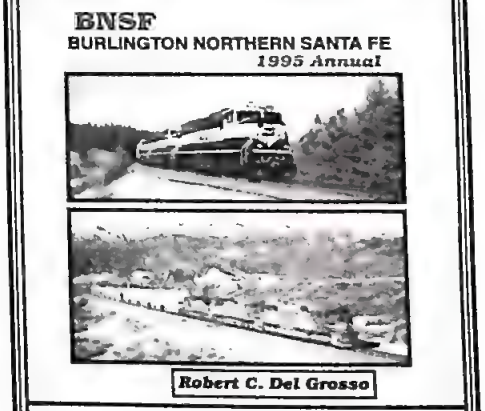

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GE's AC6000CW After some initial testing during December 1995 around the Erie, Pa., factory (April 1996 RAILNEWS, page 3 and 37), General Electric's big green AC6000CW prototype No.6000 has hit the road. This unit is the first to have the new 6000-h.p. model 7HDL16 prime mover produced by Duetz MWM of Germany which, when fully operational, would be the most powerful single-prime mover diesel-electric locomotive ever built. CSX is slated to get the first three production units, 600-602, followed by ten for Union Pacific, 7000-7009. Delivery dates are sketchy, as CSX's units were on the books for December 1995, and UP's are scheduled for mid-1996. Meanwhile, we've learned that the 6000 h.p. monster engine is having vibration troubles on the road, so production AC6000s may be a while off. GE 6000 was back at Erie in April.

GE's STEERING TRUCKS A self-steering truck design by General Electric is on the road again. During April 1996, CSX AC4400CWs 1 and 2 were both so equipped, and they've been testing on a variety of trains in the area of the Waycross, Georgia, shops. EMD's self-steering "HCTR" truck, trade named "RadialAC," on SD70M and all "MAC"-series locomotives, has been a serious competitive edge for EMD, and GE has been trying to perfect their own design in recent years. CSX No.2 had experimental radial trucks installed and has been road testing since September 1995 (see the December 1995 RAILNEWS, page 4).

CSX has been receiving its 1996 installment of AC4400CWs, 83 units numbered 116-198, since January. The last 25 units of this order (174-198) are supposed to be delivered with steering trucks, and GE is offering retrofit deals to previous purchasers of AC4400s and AC6000s. Interestingly, the prototype AC6000CW — which during March was heavy haul testing at high altitudes on UP (**page 3**) — is not equipped with steering trucks.

It's interesting to note that AC4400CWs 116 through 119 conflict with the A-B-B-A set of CSX F-units, 116-119. FP7A 118 and F7B 117 are currently on lease to the *Potomac Eagle* tourist line, and these have been renumbered to 418 and 417, respectively. FP7A 116 was donated to the C&O Historical Society in 1993 and isn't on the CSX roster. (Does anyone know the whereabouts of F7B 119?)

BNSF'S ALLIANCE SHOP SWITCHER The "new" shop switcher at BNSF's Alliance, Nebraska, diesel facility is Great Northern 77, an SW1 with an interesting history. It was originally delivered to GN in September 1941 as 5103, later renumbered 77. When GN became a part of Burlington Northern the switcher became BN 77. It was subsequently leased to the Walla Walla Valley Railroad in Washington state, retaining its BN paint and number with WWV sublettering. When BN purged its roster of all SW1s, the 77 went to the Frisco via a locomotive dealer, becoming SLSF 10. Frisco purhcased the lightweight unit, its only SW1, to work the Blakely Island carfloat operation in Mobile, Alabama. In November 1980 the Frisco merged into BN, and No.10 once again sported Cascade green, this time as BN's No.70, and still assigned to the Blakely Island car float. When the Blakely carfloat operation stopped running in 1994, the 70 was on its way to retirement when the Alliance shop people, needing a shop switcher, learned of the former-GN unit passing by on its way to pasture.

The shop forces "adopted" the unit and worked on it part-time to restore it to service and repaint it to GN 77 (**page 66**). The restoration included conversion to run on propane for use inside the shop and a brass bell in the finest tradition. Interestingly, despite wearing GN 77, it is still in the BNSF computer as BN 70.

STAMPEDE PASS BACK TO BNSF Burlington Northern Santa Fe has reached an agreement with the Washington Central to repurchase the former Northern Pacific main line between Pasco and Auburn, Washington, for $40 million. The closing of the deal will occur after October 31, 1996, but BNSF will have immediate access to the right-of-way to begin rebuilding the track to main line standards and relaying the removed portions of track.

BNSF decided to take complete control of the Stampede Pass route, including the operation of local trains. Dispatching will be from the BNSF Operations Center in Fort Worth, Texas. BNSF plans to operate two trains per day over the line by the end of 1996. Stampede Tunnel will have clearances improved for double-stack service. Estimated costs for upgrading the line are $124 million in addition to the purchase price, plus $50 million for improvements in the Auburn area. By the year 2000 BNSF management estimates 16 additional trains over the current base traffic will be running over the northern lines between Chicago and the Pacific Northwest.

What this will do to Washington Central operations isn't immediately clear, but the *Spirit of Washington* dinner train will continue to operate over the main line out of Renton, and WCRC will continue to operate on the roughly 90 miles of branches north out of Connel, Washington. — WALTER A. APPEL.

FENCES AT SUMMIT Almost two miles of chain link fencing, complete with razor wire, has been installed along BNSF's line over Cajon Pass eastward from Summit. The action was taken in response to a recent wreck that may have been caused by vandals. In the early morning hours of February 1, 1996, train HBALTI-31 lost its brakes after leaving Summit, coming to a flaming halt after derailing at 70 m.p.h. and killing two crew members. It was the third runaway on the pass in two years. The train stopped at Summit for a red signal, and the possibility exists that someone closed an angle cock leaving most of the train without brakes.

The fencing is the first step taken by BNSF to improve security on Cajon — floodlights and video cameras will likely follow, and patrols have been beefed up. Since Summit is the only place trains routinely stop before descending the three percent grade, it would be the logical point for tampering to occur. There have been no plans announced to fence off other parts of the pass.

LACKAWANNA CAMELBACK 952 Volunteers and staff members of the Museum of Transportation in St. Louis have begun to needle-scale and paint Lackawanna 4-4-0 952, which was in primer when the photo on page 10 was taken. The note from the photographer said that the reply to a query on why the 952 was being painted in such an awkward location was "to keep it from going to Steamtown." The 952 has been sitting on a remote track clinging to a hillside behind the Museum's library for as long as museum members can remember. The issue of caring for the 952 has become a hot topic that has appeared in the biggest newspapers between St. Louis and New York City.

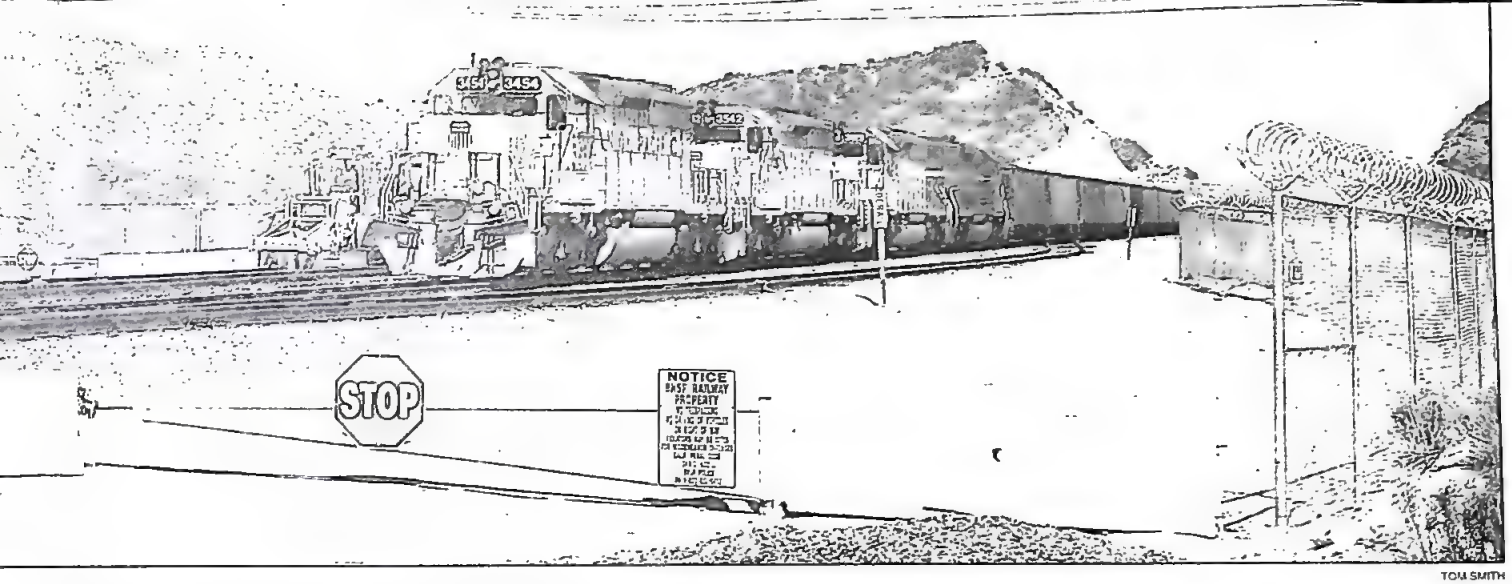
The 952 came to what was then the National Museum of Transport in 1953 after the DL&W Railroad used the locomotive in its 1951 Centennial festivities. Previously, in 1938, the DL&W donated it to the Railway & Locomotive Historical Society after Society members helped the railroad restored it for the 1939 World's Fair in New York. The 952 was the last Camelback in service on the Lackawanna, and DL&W's last president Perry Shoemaker recalls there was a reason that locomotive was kept a center-cab longer than any others; he thinks it may have pulled the first train over the New Jersey cut-off in 1911. Perry and then-president William White were the two individuals who negotiated with St.Louis and other museums on giving 952 a good home.

Now 90 years old, this long-time rail-executive still answers the phone "Shoemaker," and he recalls that St. Louis was chosen over the B&O Museum in Baltimore because NMOT's president Dr. Roberts promised to keep the locomotive operable, under cover and to eventually restore the original cab. The R&LHS formalized the arrangement with a "permanent loan" agreement with NMOT.

In the 1980s Perry realized the locomotive hadn't been touched since 1953, and he's been campaigning since then to return the locomotive to Pennsylvania. St.Louis County now operates the Museum, and its director of parks and recreation Robert J. Hall says that "we're not questioning ownership [of 952]; we don't feel we need to give it up just yet ...," adding that, "we want to keep the piece," pun intended. Mr. Hall was willing to consider scenarios that might get the engine to Pennsylvania.

The R&LHS for years has been avoiding any type of confrontational relationship with St.Louis, but president Bill Howes said recently that his group "wants to see the engine cared for ..." and that he's "disappointed that there hasn't been more progress or accommodation" of R&LHS' wishes. Meanwhile, 952 will be a top agenda item at the May 30th R&LHS board meeting in Reno, Nevada.

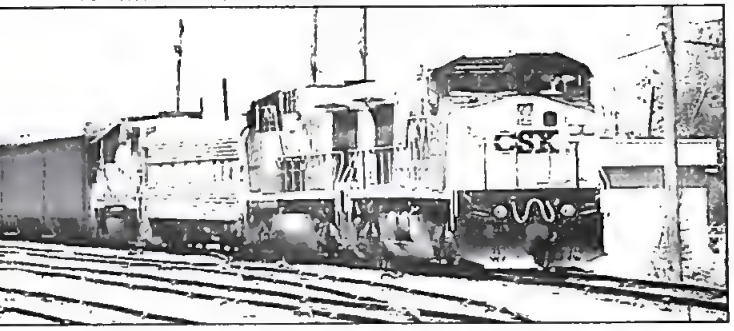
Significant funds from 952 supporters in Pennsylvania have

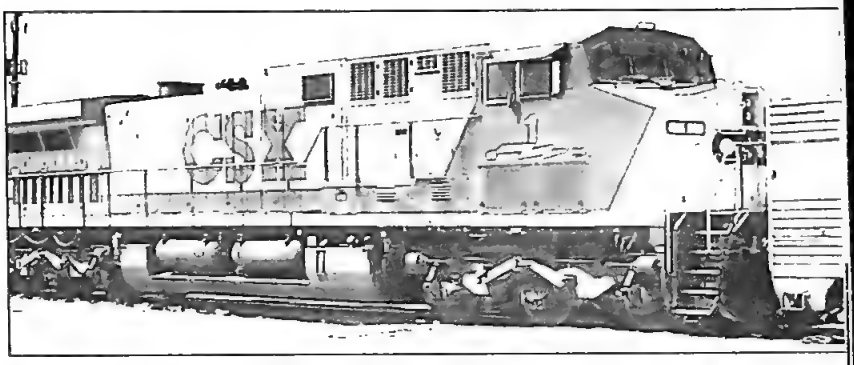


TOM SMITH

FENCES AT SUMMIT and more frequent patrols are the first signs of tighter security by BNSF on Cajon Pass in the wake of a February 1, 1996, derailment that killed two crew members. Vandalism is cited as a possible cause of the wreck. Cameras and lights may also be installed.

TWO PHOTOS J.E. PARKER, AIKEN RAIL SERVICE





GE's STEERING TRUCKS have been installed on CSX AC4400CWs 1 and 2. The units tested on a variety of trains in the Waycross, Georgia, area during April. CSX 1 and 2 (**above** and **left**) were with test car 994501 and GP38 2513 (for dynamic braking) on a 90-car loaded coal train at Augusta, Ga., on April 17, 1996.

been accumulating, now over six digits, to bring the engine back to Pennsylvania and fund some degree of restoration. Steamtown National Historic Site superintendent Terry Gess has corresponded with St.Louis offering 952 a good home in 952's home roundhouse of Scranton, Pa. But the Museum maintains its "no way" attitude.

The Museum of Transportation in St.Louis has 34 steam locomotives and dozen's of diesels, electrics, rolling stock and automobiles. Recent funding is constructing a large pole barn and restoration shop which should be in full swing during 1996.

Meanwhile 952, a 1905 Alco that the museum doesn't own, is getting a paint job ahead of more significant pieces like Nickel Plate Road Hudson-type 170, SP GS6 4-8-4 4460, an Alton & Southern three-cylinder 0-8-0 or C&NW 84-inch drivered 4-4-2 1015 which the Museum does own. Go figure.

NEW STATIONS Work is progressing on the Wisconsin Central main line in northern Illinois in anticipation of the start-up of Metra commuter service. Sidings are being lengthened, and signalling has been upgraded. Metra is providing station platforms, but it is up to individual communities to fund or build their own shelter or depot. Villa Lake, Illinois, is the first community to make substantial progress on their building (**page 66**). When complete, it will closely resemble the original WC depot.

The service will be the first new Chicagoland commuter route in 50 years. Trains will operate from Antioch, Illinois, to Chicago's O'Hare Airport, where a transfer can be made to the existing Dan Ryan L/subway service into downtown. Metra will pay Wisconsin Central $2.5 million per year to operate the trains.

CAROLINA SOUTHERN The Carolina Southern Railroad has assumed operations of two short lines in South Carolina, the Waccamaw Coast Line and the Mid-Atlantic. Ken Pippin, former owner and operator of the Baltimore & Annapolis which he sold to Baltimore's light rail system, purchased the Mid-Atlantic property and later obtained the operating contract on the county-own tracks run by the Waccamaw Coast Line. Pippin also purchased all the assets of the WCLC. Locomotives are being repainted, with former Mid-Atlantic GP18s 100 and 950 finished first (**page 65**). Cab unit fans need not despair, as the former Canadian National F7s owned by the WCLC will be retained and repainted. According to the shop forces, nine units will get the new red-and-white treatment, with about 30 boxcars also scheduled for the paint shop.

The Mid-Atlantic operated 37 miles of track from a connection with CSX at Mullins, South Carolina, to Whiteville, North Carolina, with a 39-mile branch from Chadbourn, N.C., to Conway, S.C. The Waccamaw Coast Line operated 14 miles of track from the Mid-Atlantic interchange at Conway to Myrtle Beach. All trackage is former Atlantic Coast Line. The WCLC combination road-and-rail drawbridge over the Intracoastal Waterway into Myrtle Beach, out of service for several years, is being repaired to restore rail service to the resort city.

IRONROAD UPDATE The eastern Canada and northern New England empire of IronRoad Railways continues to expand as new services have been introduced. In addition, the motive power has become quite interesting. Here is a brief rundown of activity on IronRoad's components:

Windsor & Hantsport. As many as 250 cars per month are being interchanged with Canadian National, with a monthly average of 140 cars. Under CP operation as the Dominion Atlantic, an average of 250 cars *per year* was interchanged with CN. W&H is evaluating replacing its fleet of MLW RS23s with GP38s, due to cost savings of operating more powerful locomotives. Gypsum trains that rate four of the MLW's would only require two '38s.

Canadian American/Bangor & Aroostook. This combined system is making serious progress in forming dedicated service from Northern Maine Junction (Bangor, Maine) to Selkirk (Albany, New York) and Chicago via Conrail and the Delaware & Hudson. Additionally, there are plans to operate six-to-ten container trains per week between Montreal and Brownville Junction, Maine.

In addition to the above, plans are being finalized for a lumber reload facility at Jackman, Maine, with 4,500 car loads per year

expected. Future plans call for operation of unit grain trains from IronRoad's Iowa Northern operation to the Canadian Maritimes.

Canadian American is acquiring a fleet of GP40s which will be painted in the CPR-based tuscan and gray scheme (see last month's RAILNEWS, page 3). Bangor & Aroostook will rebuild its entire fleet of GP38s and GP7r's, painting them in the same scheme as the GP40s with blue substituted for tuscan. The final touch will be the revival of the BAR shield herald.

Vermont operations. IronRoad is close to finalizing a deal with CPRS to take over operations in Vermont and southern Quebec, with a tentative date of July 1st for the transaction. Details are still being worked out, but initial schedules call for a daily through train between Bangor, Maine, and St. Johnsbury, Vermont. Switchers would be assigned to both "St. J" and Newport, Vermont. Power for these lines will be BAR's rebuilt former Santa Fe GP7s.

With IronRoad's aggressive expansion plans, look for New England to get even more interesting — MIKE CONFALONE.

LIVONIA, AVON & LAKEVILLE On April 12, 1996, the Livonia, Avon & Lakeville Railroad in central New York State nearly tripled its size when it bought 19 miles of former Erie and Lehigh Valley trackage from Conrail. The acquisition moves the LA&L's interchange with Conrail from Avon to Henrietta on the old NYC West Shore line. Whereas Conrail would only run down this line three days a week to reach the LA&L with interchange cars, the line purchased moves the interchange to a main line where daily interchange is possible.

With the transfer, former Conrail customers in Avon and Henrietta will be served by the LA&L. Frequency of service is being increased for improved customer service. LA&L plans to spend $1.2 million in track improvements this summer, partially funded by state and federal grants.

To handle the increased service LA&L put Alco C420 No.420 into service. The unit was originally Long Island 200 before working on the Delmarva peninsula for Virginia & Maryland, the Eastern Shore and finally the Delaware Coast Line, where it was in storage for nine years prior to going to the LA&L. Along the newly acquired line is the restored 1900-era Oatka depot in the town of Rush (**page 65**), now a museum operated by the Rochester Chapter NRHS, which is worth a visit. Officially called the Rochester & Genessee Valley Railroad Museum, it is open Sundays from May through October from 11:00 a.m. to 5:00 p.m.

It is historically significant that this LA&L acquisition was the first case handled and approved by the Surface Transportation Board, the federal successor to the Interstate Commerce Commission. Nicknames don't take long to start, and insiders are already calling to the new bureaucracy the "Surf Board."

Incorporated in 1964, the LA&L has operated nine miles of former Erie track between Avon and Lakeville in Livingston County, New York. There were tourist train operations on the line from 1965 until 1977. The LA&L is looking to double its size once again in the near future, as it has been selected by the Steuben County Industrial Development Agency to take over 33 miles of track formerly operated by the Bath & Hammondsport.

A WORLD WAR I VETERAN Texas State Railroad in Palestine kicked off its 1996 season on March 23 with "Pershing" 2-8-0 No.300 entering regular service (**page 10**). The 1917 Baldwin was completely rebuilt over the last ten years, off and on, receiving a new boiler and cab. The locomotive was painted to match TSRR's passenger consist, with red boiler jacketing and trim.

Of the 1,946 "Pershings" cranked out by Baldwin for service in France during World War I, only two remain in the United States (the other is at the National Railway Museum in Green Bay, Wis.). The 2-8-0s were nicknamed after General John J. "Blackjack" Pershing, commander of the American Expeditionary Forces in Europe. After returning from France, TSRR 300 went to the Tremont & Gulf as their No.28 in 1947. Eight years later it was sold to the Temple Lumber Company at Pineland, Texas, whose successor, Southern Pine Lumber donated it to the State in 1975.

The Texas State Railroad operates Thursday through Sunday in June and July and on weekends thereafter. Primary power will be No.300 ("It runs like a charm," says shop foreman Blair Lovell) and Baldwin 2-8-2 No.400 (ex-Magma Arizona 7). Standby power will be 4-6-2 No.400 (ex-Santa Fe 1316) and 4-6-0 No.201 (ex-Texas & Pacific 316). Texas & Pacific 2-10-4 No.610 is on the property and is often towed outdoors for photography on weekends.

NORTH CAROLINA PORTS Three Fairbanks-Morse H12-44s have found a home in the port city of Morehead City, North Carolina, with more to come. The Beaufort & Morehead Railway operates three miles of track between its namesake cities for North Carolina Ports Railway Commission. When the Sunny Point Military Ocean Terminal near Wilmington closed in 1992, NCPR general manager William Taylor saw the opportunity to pick up the three military FM switchers at a good price. When they arrived at Morehead City, two of the units, 1852 and 1860, were operational but worn, while the third, 1858, was basically a parts supply. The 1860 was in the best shape and was put into service almost immediately with a sharp Pittsburg & West Virginia inspired paint scheme (**page 60**).

Meanwhile Fairbanks-Morse, still in the marine business, was contacted about supplying parts for the two serviceable H12s. FM indicated that parts were still being produced, but they could also do a complete overhaul of the engines at their shop just up the coast in Norfolk, Virginia. The price was right, and the prime mover was lifted out of non-operational 1858 and sent to Norfolk. When it came back, the engine was transplanted into 1852. Since then, 1852's prime mover has been rebuilt and placed in 1860. FM's rebuild of the engines has produced "unbelievable results" according to Taylor, who heaps a lot of praise on the FM people who did the work. By the summer the 1858 should be painted identical to 1860. The U.S. Army bought 20 H12-44s in January and Feburary 1953, and nearly the entire fleet, 1843-1862, is still in existence, most having been sold to private owners or museums.

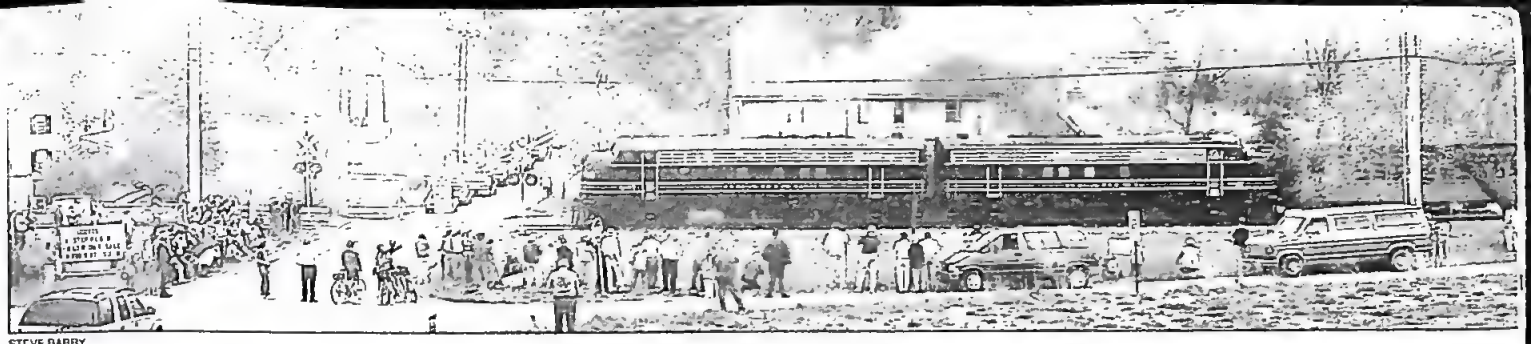
Three more FMs have been purchased by NCPR from Yankeetown Docks in southern Indiana, along with a fourth unit purchased from TVA at East St. Louis, Illinois. They will be shipped to the Pickens Railroad in South Carolina so repairs can be done at an indoor shop. The four units will be combined to create two operational FM's for Morehead City. The prime mover originally in NCPR 1860 will return from FM this summer and placed in one of the Yankeetown units, and Yankeetown 1 and 2 will become NCPR 1801 and 1802, respectively.

Responsible railfans will be granted permission at the port's gate in Morehead City to enter the property for photography. There has been a problem with theft, including the builder's plates from the units, and another incident could end the access. In addition to working inside the port, the units travel to Beaufort over a half-mile long wooden trestle to serve a customer on Radio Island, which is completely accessible. Operations are weekday only. In addition to the BMH, another NCPR operation is inside the port, Carolina Rail Services, using a pair of SW1200s. NCPR also owns the Wilmington Port Railroad 80 miles down the coast.

AMTRAK's F40 BAGGAGE CARS During February 1996, Amtrak's Beech Grove shops turned out cab control/baggage cars 90225 and 90368 from the carbodies of F40PHs 225 and 368 (see the June 1996 RAILNEWS). The cowl-bodied, former-locomotives have been gutted and had their traction motors removed. Motorized roll doors have been installed in both carbody sides, and the control cabs have been restored to operation. These two prototypes don't have an official name or designation as yet but thus far have been referred to as "NPCUs," for non-powered control units. Interestingly, both are painted in Amtrak's 1980s-era platinum mist paint scheme rather than any of the newer liveries such as GE's Dash 8-32BWH "Pepsi Cans" or the AMD-103s).

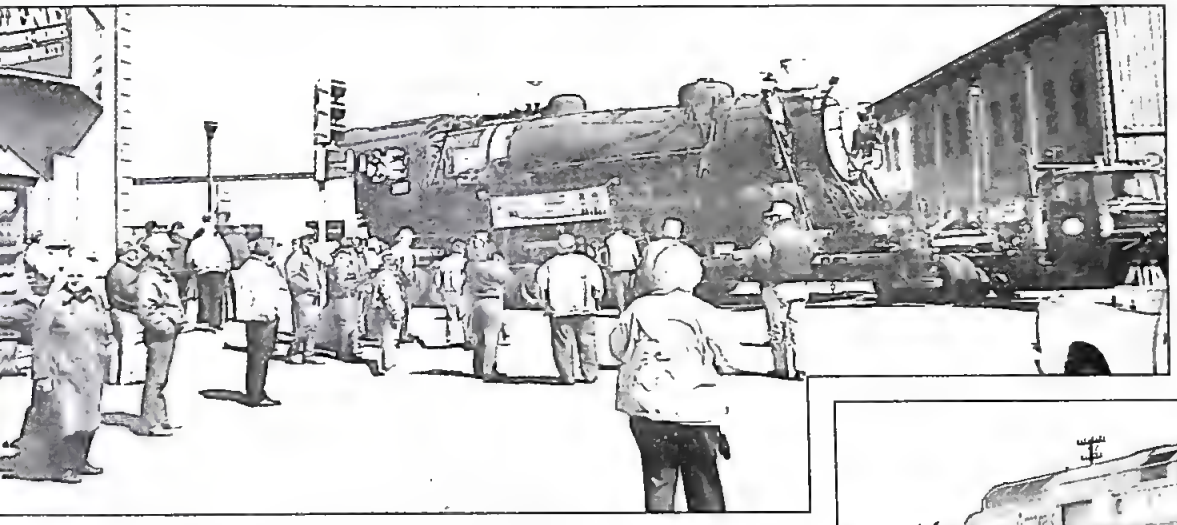
Both of the NPCUs are in *Hiawatha* service between Chicago and Milwaukee. Since these two are experimental, there is currently no production schedule on future units. Amtrak is considering the possibly of marketing these F40 conversions to commuter and other passenger-hauling entities using push-pull equipment.

READING FP7s The Philadelphia and Lancaster Chapters NRHS operated an excursion over the Delaware Valley Railroad in southeastern Pennsylvania on April 20, 1996, using the chapters' Reading FP7 locomotives. The trip covered former Reading trackage



STEVE BARRY

LARRY L. BYERS, THE HERRINGTON TIMES



READING FP7s executed a runby on the ex-RDG Wilmington & Northern on April 20th at Pocopson, Pa. The trip was a fund-raiser for maintenance of the cabs.

AMTRAK'S F40s are being recycled into baggage/cab control cars by the Beech Grove, Ind., shops. Gutted F40 No.90368 (**below**), one of two prototype cars, was in Milwaukee on March 16.

BOB GALLEGOS

ABILENE'S PACIFIC was moved from its display site in Eisenhower Park to a new location near the Union Pacific on April 1, 1996. Former Santa Fe 4-6-2 No.3415 was donated to the Abilene & Smoky Hill Railroad Association by the city. The move was accomplished using a 58-wheel truck rig and took a little under four hours. The 150-ton locomotive was originally donated to Abilene, Kansas, by AT&SF in 1955. The association will study the costs of restoring 3415 to operation.

on the Wilmington & Northern branch, as well as a part of the former PRR Octoraro branch. Proceeds from the trip will be used for ongoing maintenance of the locomotives.

The two cab units were restored as a joint project by the chapters. The restorations took several years, and the units debuted at the 1995 NRHS Convention in Lancaster. Reading 902 is owned by the Lancaster Chapter, and the Philadelphia Chapter owns 903. When not in use, the units are stored on the Delaware Valley at Pocopson, Pennsylvania. The Brandywine Scenic, which operates tourist trains over the DV, may use the FP7s on special trips in the fall. Watch TIMETABLE for trip announcements.

CARRYING THE FLAME Union Pacific will help celebrate the 100th Anniversary of the modern Olympic Games by providing a 19-car train to assist carrying the Olympic Flame to Atlanta. As part of the Olympic Torch Relay, which will see the flame travel 15,000 miles between Los Angeles and Atlanta by various modes, UP will carry the flame 3,500 miles. In addition to UP the move involves seven other rail companies including BNSF, CPRS' Soo Line, Illinois Central, Kansas City Southern, Memphis Area Transit Authority, Southern Pacific and Washington Central. UP is paying for all the moves over the various roads. Coca-Cola paid the Atlantic Committee of the Olympic Games to be a sponsor.

On the point of the Olympic Torch Relay Train will be SD40-2s 3316 and 3339 renumbered 1896 and 1996 respectively. The 3316 was delivered during July 1976 as No.8046 (EMD b/n 767021-12) and became the 3316 during a 1980/1981 renumbering for hump-assigned units. The 3339 was built during February 1977 (EMD b/n 766056-5) and in 1992 was one of an initial 15 SD40-2s to have its cab decomissioned and the locomotive designated a "trailing unit" (see June 1992 R&R, page 46-47); at the time of the Olympic repaint it was wearing B3339. Both units were painted into "Georgia green" with Olympic decals by the employees at UP's Downing B. Jenks Locomotive Repair Facility in North Little Rock, Arkansas (**page 3**). This is the third time UP has custom-painted locomotives in colors other than armour yellow (previous units were painted to honor UP employees who served in the 1991 Persian Gulf War and to call attention to the 1994 United Way campaign). The Olympic units were unveiled on April 16, 1996.

Trailing the train will be the "cauldron car" which carries the flame. It was constructed by UP and Northern Rail Car on a 60-foot flatcar. The car's burner can be adjusted to allow for a four-foot or two-and-a-half-foot tall flame. The one million BTU flame is protected from the wind while the train is moving by a 100 m.p.h. air curtain. The car was test-fired outside Northern Rail Car's facility on April 13 (**page 3**).

The Olympic Torch Relay Train was scheduled to depart Yuma, Arizona, on April 30 and finish its tour in Chicago, Illinois, on June 3. See TIMETABLE for details on the train's movements.

BNSF HOPPERS Car builder Johnstown America Corporation, an innovator in freight car development with Burlington Northern, continues that tradition with BNSF. JAC has turned out Aluminum Coalporters with BNSF lettering (**page 60**) for Powder River service. In the past JAC and BN have worked jointly on smooth-side (inside braced) Coalporters, the Grainporter 2000 and the Trough Train. The Aluminum Coalporters were spotted outside the JAC "Shell Plant" near Johnstown, Pennsylvania, on February 18, 1996. JAC is also building similar Coalporters for CN — JAMES OLMSTEAD.

ABILENE'S PACIFIC Former Santa Fe 4-6-2 3415 was moved from its long-time display site at Eisenhower Park in Abilene, Kansas, to a new location near the Union Pacific on April 1, 1996. The 1919 Baldwin was moved 14 blocks on a 58-wheel truck rig, and the move included a 90-degree turn at the main intersection in downtown Abilene. The entire move went without incident and took less than four hours. A firm that specializes in moving houses handled the 150-ton steamer.

The City of Abilene recently donated the Pacific to the Abilene & Smoky Hill Railroad Association, which has a five-mile tourist train operation between Abilene and Enterprise. The locomotive was donated to the city by Santa Fe in 1955. It will now be on display at the K-15 highway crossing, and the association will soon study the costs of possible restoration — LARRY L. BYERS

Photo essay by Bruce Kelly

Alongside a dusty, gravel road in the Sonoran Desert of southwest Arizona, high atop the Maricopa Mountains, a sign reads: "Mormon Battalion Trail. In December 1846, 360 Mormon soldiers marched en route to San Diego. They blazed the Butterfield Stage Trail." The historic trail crossed the mountain range about two miles north of present-day Highway 238 by way of a steep, narrow pass at an elevation of roughly 1750 feet.

The Butterfield Stage Line was a short-lived enterprise. Its horse-drawn coaches had long since vacated the Maricopas by the time Southern Pacific laid its track through in 1879. Reaching east from California toward Texas, the railroad that would ultimately become known as the Sunset Route had to vault a series of mountain barriers all the way across southern Arizona. Of these, probably the least-known is the climb to Maricopa Summit, or "Estrella," as it's called on the SP. The washboarded dirt road over this lonely rise between Gila (HEE-luh) Bend and Maricopa sees only a handful of local motorists, but SP's single-track Gila Line main conveys as many as 60 trains a day.

In 1887, a branch was built north from Maricopa to connect the SP main line with the territorial capital of Phoenix; this was supplanted in the 1920s when a second east-west main was built along a more northerly course *through* Phoenix. Today, only Amtrak's *Sunset Limited* and a couple of SP freights use the Phoenix Line, but there's talk that Amtrak may soon reroute its service via the Gila Line, bringing scheduled passenger trains back to the Maricopa Mountains for the first time in nearly 40 years.

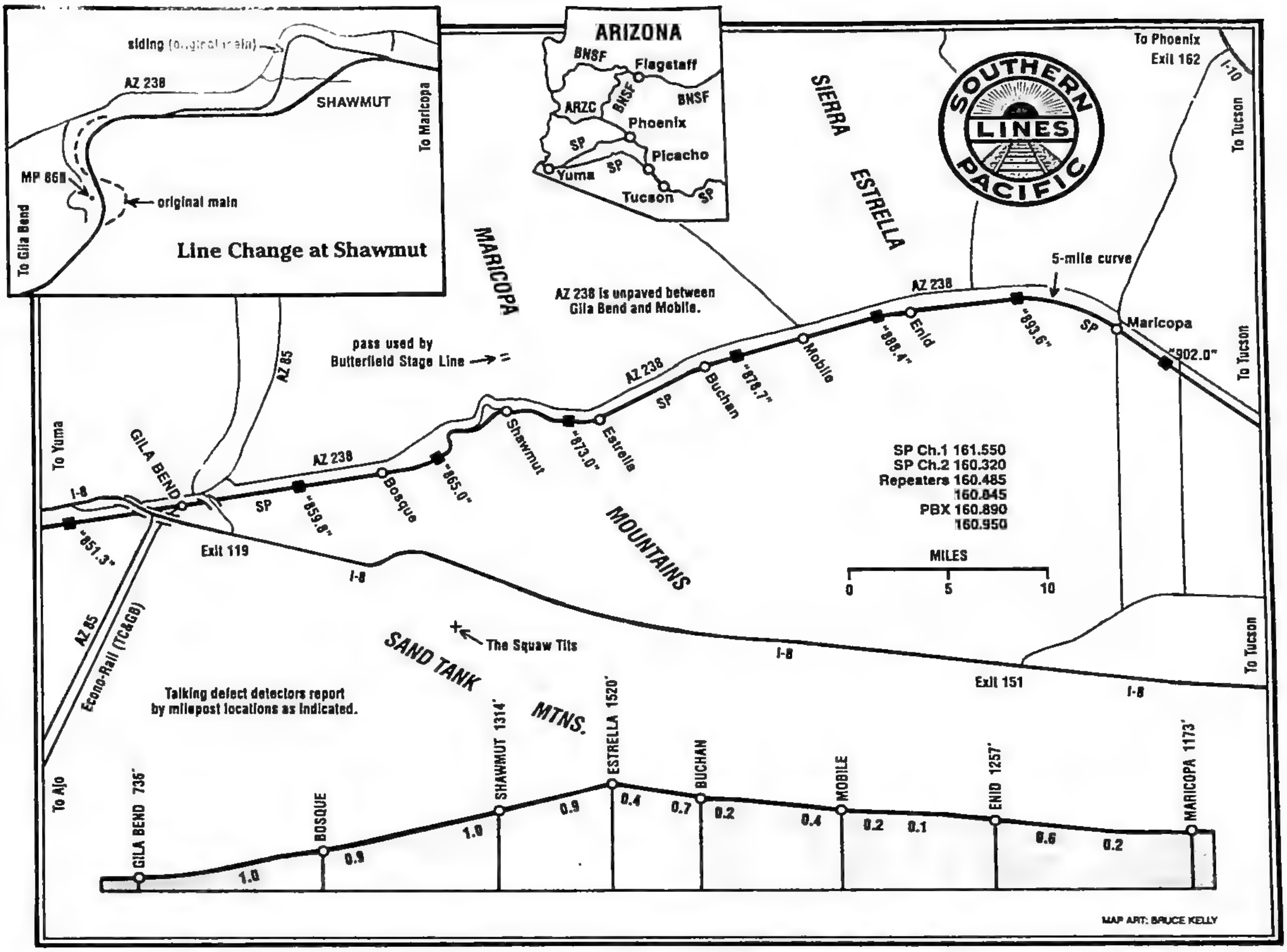
For now, activity over the Maricopas is freight-only. With the east slope's gradient rarely exceeding 0.4%, it's without question the west slope — and its 19 miles of near-constant 1% — that defines the character of this seldom-remarked mountain pass. Authorized speed over the summit is 60 m.p.h., but most trains rarely manage any better than 30 during the uphill climb.

Against the backdrop of the Sierra Estrella range, SP Dash 9-44CW 8155 heads a westbound manifest toward the 1520-foot crest at Estrella (**right**) at 6:07 a.m. on April 29, 1995, marking the start of another busy day of railroading (and rail*fanning*) in the cactus-studded Maricopa Mountains.

MARICOPA SUMMIT

SP's seldom-remarked mountain pass in the Arizona desert

9641
COTTON BELT



The east slope of the Maricopas looks dull at first glance, with very few scenic features and SP's main line tracing an arrow-straight course down the alluvial fan on modest grades. But, the railroad holds its own subtle charms, like the five-mile long, continuous curve between Enid and Maricopa. At 6:43 a.m. on April 5, 1991, an eastbound stack train sails out of the big curve and into Maricopa (**below**), its four EMD units already well into a nearly 50-mile tangent. The white bay-window caboose on the hind end carries special agents in an effort to thwart the modern-day train robbery that has become common where SP's Sunset Route skirts the Mexican border.

In steam days, the giant water tank at Maricopa, and a similar one at Gila Bend, were crucial for trains preparing to tackle the Maricopa Mountains. As early as 1883, a Ten-Wheeler was based at Gila Bend for helper service east to Estrella. In 1888, tank cars began ferrying water to a 4200-gallon cistern built at the summit for the replenishment of thirsty locomotives.

Centuries before the iron horse, water was sustaining other life in the Maricopas. The Saguaro (suh-WAR-oh) cactus which flourish here can absorb enough water from one rainfall to last five years. Even more amazing, the Saguaros grow only a few inches every ten years. The sizeable pair watching Cotton Belt GP60 9641 work uphill near Shawmut (**opposite**) were alive when Jesuit missionary Francisco Kino introduced farming to the Gila Bend area back in 1699.

In 1959, SP realigned its western approach into the Maricopas by easing the curvature in a three-mile stretch between Bosque (BOSS-kee) and Shawmut. At Milepost 868, the original right of way, which followed a pronounced horseshoe bend, lies just a few yards from an eastbound freight (**left**) that is struggling upgrade around the new line's more graceful arc.

SP's parade of eastbounds out of Gila Bend continues unabated, and by midday, in the nearly 100° heat, the only shade for miles around is beneath one of the culverts (**below**) which still guide the occasional flash flood under the old line's cinder-black roadbed.

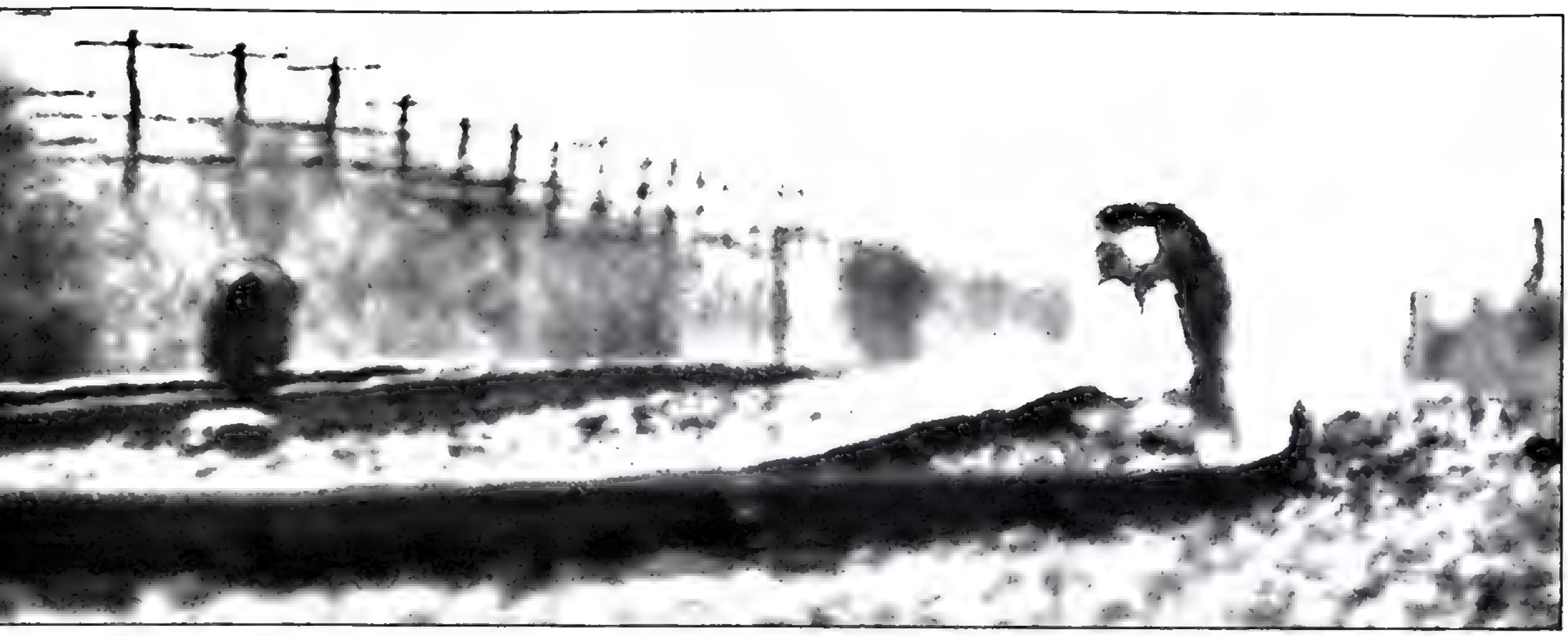
In the afternoon, as viewed from the opposite side of the track, another eastbound climbs past MP 868 (**below left**) with Dash 8-39B 8023 leading a former Santa Fe lease unit, two other GE's and a tunnel motor. Diesel exhaust ripples the view of the distant Sand Tank Mountains, and doublestacks curve their way beneath the twin peaks which U.S. Geological Survey maps aptly refer to as the Squaw Tits.

To fully appreciate SP's passage over the Maricopas, you must hike up into the ridges surrounding the heart of the pass. High above the dense Saguaro forest, where cactus, creosote bush and sand mounds no longer obscure the view of the track, trains can be watched for several miles as they snake their way through the reverse curvature that was engineered to hold the gradient to a maximum of 1%.

From our vantage point on the north side of the pass, binoculars make out the headlights of eastbounds descending from the Mohawk Mountains some 70 miles to the west. Our hand-held scanner monitors their progress, with clear reception of the talking defect detectors which are located every five miles or so along the main line. One of the eastbounds goes into the hole at Shawmut (**above**) to meet a westbound consisting mostly of empty flatcars. The passing track beneath the eastbound is actually a segment of the original main, more contorted and

somewhat longer than the gently-curved section of new main track which bypassed it in 1959.

The adjacent Arizona Highway 238 has undergone its own realignment, as well. It used to cross to the south side of the railroad between Shawmut and Estrella but is now situated north of the SP. Route 238's twisting, unpaved, unmarked path over the Maricopas can still be a deadly place for unwary travelers, as proven by its growing number of roadside memorials (**right**).



The passing of time seems more cyclical than linear in the Arizona desert. Most indigenous creatures feed during the cool of night; then, the blistering heat of day drives them back to their underground dwellings. And, through it all, freight trains maintain their 'round-the-clock procession.

At 6:57 a.m. on April 30, 1995, Extra 9789 West rolls down off the Maricopa Mountains (**opposite top**) into Gila Bend, bottoming out on the desert floor after dropping 784 feet in 19 miles. Since 1905, SP has referred to Gila Bend simply as Gila. The town was once a bustling interchange with ore hauler Tucson, Cornelia & Gila Bend, but TC&GB has been defunct for more than a decade, ever since a bust in the copper market closed the enormous open-pit mine at Ajo (AH-hoe). In recent years, trucks had continued hauling slag from Ajo to Gila Bend for reloading into covered hoppers. Then, in early 1995, Houston-based Econo-Rail took charge of the TC&GB property, cleared out most of the moribund diesels and began moving occasional carloads of slag to Gila Bend with TC&GB's NW2s.

Back on the SP main, seven miles to the east, the thermometer is already pushing 99° at 1:27 p.m. on April 30, 1995, as an eastbound trudges uphill out of Gila Bend (**above**), making all of 32 m.p.h. past the siding at Bosque. Dash 9-44CW's 8192 and 8182 and Dash 8-40B 8084 are leading the first of four trains that will tackle the hill during the next two hours. Melted creosote simmers upon ties and ballast that have been sun-baked to more than 150 degrees. Railheads are almost too hot to touch. Humidity is a mere 19%, explaining why we're able to guzzle one 16-ounce bottle of iced tea after another and not even break a sweat. And summer is still three months away!

Relief from the heat finally comes when the sun makes its slow descent behind the distant Painted Rock and Gila Bend mountains. Here, amid the Maricopas, SP presents a stunning finale as five units throttle up against the 1% at Shawmut (**right**) to pull their eastbound doublestacks past the rear of a westbound TOFC train which has just cleared into the siding. Swift handling by the dispatcher in faraway Denver has given both trains the green light to proceed without ever coming to a stop. It's 7:04 p.m., and for the railfan, the day's photography is finally over, but for the railroad, the day's work is only half done.

Spend just a few hours counting the carloads and containers that cross Maricopa Summit, and you'll know why Union Pacific would like to buy the SP. The Sunset Route alone is an enviable property worthy of acquisition by any railroad. If the scarlet and gray is eventually cloaked in Armour yellow, it shouldn't make much difference in the Maricopas. Super cabs and tunnel motors in any paint scheme will pull equal tonnage up the 1%, and they'll all render the same timeless pose of desert railroading when surrounded by Saguaros and backlit against the ever-alluring Arizona sunset.

THE ARCADE & ATTICA

by Pete Swanson

The Arcade & Attica is a 15-mile short line in western New York State that offers both steam-powered passenger excursions and diesel freights on a line that is colorful and rich in history. It had its beginnings back in the mid-1800s as a number of failed railroad companies attempted to make a go of a three-foot gauge railroad between Attica and Arcade and extensions south of Arcade. Initial connections were made with the Erie at Attica and at Cuba, N.Y. The key route up the Tonawanda Valley between Arcade and Attica saw the names of several unsuccessful companies: the Attica & Allegheny Valley; the Attica & Arcade; the Tonawanda Valley; the Tonawanda Valley & Cuba and then the Buffalo, Attica & Arcade.

Under the Buffalo, Attica & Arcade, the railroad was converted to standard gauge in 1895. By 1896 a two-mile connection was built from Arcade to Arcade Junction to establish an interchange with the Pennsylvania Railroad, and lines south of Arcade were later abandoned. In 1917 the Buffalo, Attica & Arcade failed and entered receivership. Since many local businesses depended heavily on the railroad for service, the line was purchased by local interests, and the Arcade & Attica Railroad was incorporated. (The one other railroad in Arcade was the Wellsville & Buffalo line of the ill-fated Buffalo & Susquehanna, which was built in 1906, only to withdraw in 1916 to the Wellsville-Galeton segment that survived into the 1970s as the Wellsville, Addison & Galeton. The B&S interchanged with the BA&A near today's Arcade enginehouse.)

The Arcade & Attica

The new Arcade & Attica served the local communities tapping the farm industry and even attracting new freight customers over the years. Passenger traffic, important in the early years during the infancy of the automobile, dwindled by the 1940s and in 1951 ceased altogether. The freight traffic increased during the Second World War and was aided most by A&A's decision to dieselize. The railroad purchased its first diesel 44-tonner, number 110, in 1941 from General Electric. They say it literally saved the railroad that year, and the line enjoyed a period of prosperity in the following years. In 1947 a second 44-tonner, the 111, was purchased following a wreck of the 110. The 110 was soon repaired, and the two diesel units spelled the end to the

THE ARCADE & ATTICA'S FIRST DIESEL, 1941 44-tonner 110, was crossing the Cattaraugus Creek bridge in Arcade in 1967 with some now-classic boxcars in tow. The 65-ton 112 (**opposite top**) had a short freight northbound over the new box culvert at North Java on September 2, 1994. The yard scene at Arcade on June 17, 1990, (**opposite center**) with 2-8-0 18 firing up in front of the three-stall wooden enginehouse, produced a timeless short line image, as did the mixed train (**opposite bottom**) at the Curriers depot on October 13, 1993.

ED WOJTAS

PHOTOGRAPHY: KODACHROMES, PETE SWANSON, EXCEPT AS NOTED

A&A's steam era with the retirement of the last old steamer, 4-6-0 number 6.

In 1957 the A&A experienced several washouts on the line along Tonawanda Creek between Varysburg and Attica, and the railroad, not able to afford repairs, decided to abandon the line north of North Java, since most of the freight traffic existed on the south half of the railroad. The Arcade & Attica remained in name only, no longer serving Attica. Also lost when this part of the line went was the A&A's unique switching operation at the Attica State

RCADE ATTICA
ARCADE & ATTICA
18

ARCADE

Prison, where tight clearances discouraged the Erie's road locomotives but readily accommodated the A&A's 'tonners.

Return to steam

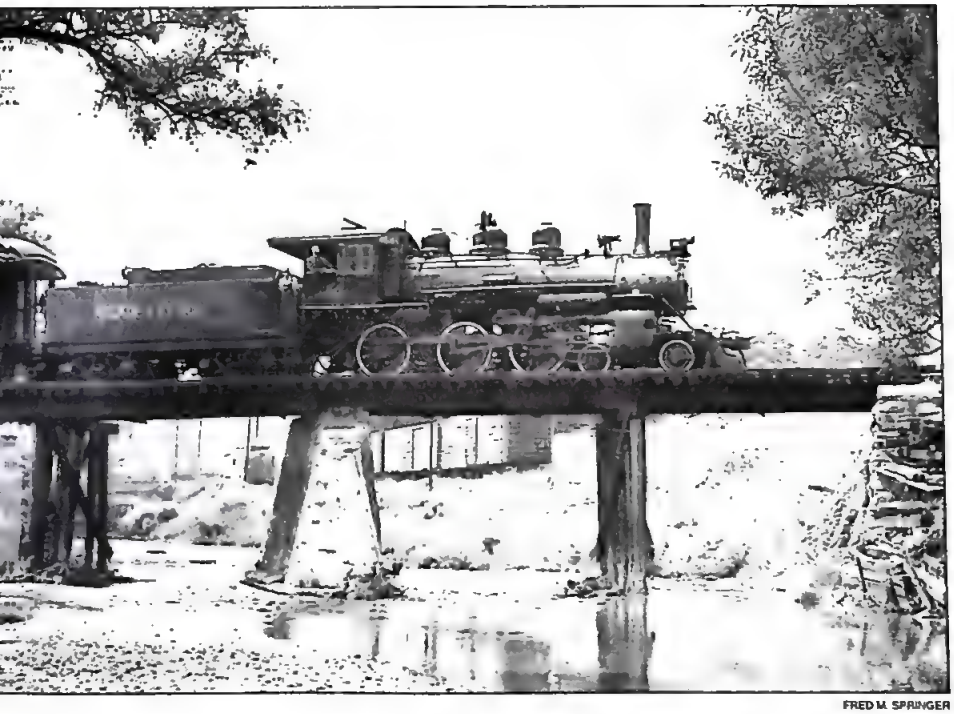
By the early 1960s freight traffic had dropped significantly, and the railroad began looking for a serviceable steam locomotive and passenger equipment to operate summer excursions to increase the A&A's profits. In 1962 it purchased 1920-built Alco/Cooke 2-8-0 18 from the Boyne City Railroad in Michigan and then two ex-DL&W coaches to inaugurate the passenger excursions. Later in 1963, Baldwin 4-6-0 14 was purchased from the Escanaba & Lake Superior. She was built in 1917 and was a gem, having been built with a superheater unit. Since the 1960s, the two steamers have alternated in service with only one in operation at a time due to the costs of keeping them maintained. More passenger cars were added to include a total of six ex-DL&W Boonton coaches and two rare Boonton combines. An open gondola was also added to the regular passenger consist. Arcade & Attica's passenger excursions became very popular throughout the 1960s and 1970s, and many thousands of people rode the line during each season. The one millionth passenger was recognized during the 1992 season; that year also saw the 30th anniversary of the excursions and the 75th anniversary of the incorporation of the Arcade & Attica.

Today's Arcade & Attica is well worth a trip to ride and photograph and just plain experience the atmosphere of this rural and pastoral railroad. The A&A has survived for more than 75 years through thick and thin, and its existence today is owed to its employees, patrons and local supporters over the years.

Arcade, N.Y., is the headquarters for the railroad and is located on Route 39 and Route 98, about 40 miles southeast of Buffalo and 74 miles southwest of Rochester. The A&A's general offices are located inside the Arcade depot, accessible right off of Route 39 in the center of town. An equipment display is a short walk south of the depot. On an isolated siding is a small 0-4-0 fireless cooker owned by the A&A, along with the wooden observation car *Warwick*, built in 1886 for the New York, Ontario & Western and reportedly used by President Grover Cleveland on his honeymoon. This car is open from 11:00 a.m. until 3:00 p.m. for tours on excursion days. The A&A's enginehouse is just to the south of the depot area off Mill Street, as well as the unused old sandhouse. The three-stall enginehouse is an ancient wood structure which sits off the east side of the wye where the freight line to Arcade Junction and the Conrail connection swings to the west. This two-mile segment of the A&A is normally freight-only and crosses Route 39 just west of the center of town with a traffic light used as crossing control. Just east of here at Bixby Hill Road are A&A cabooses 303 and 304 on display. Between the Route 39 crossing and the junction, the tracks parallel Route 39 on the north side for another mile before ducking back under Route 39 and into the Conrail interchange yard. On the east end of the overpass is Arcade's McDonalds restaurant for quick food between train times! The stretch between Arcade and Arcade Junction for many years was the source of much revenue for the A&A, with many freight customers. Today, it generates only a trickle of business. The local Agway still receives shipments, and John Sixt Lumber Company in Chaffee gets its lumber delivered to a dock located near the wye in Arcade. The small interchange yard at Arcade Junction is adjacent to Conrail's ex-Pennsy Buffalo-Harrisburg line. Two or three times a week a Conrail local makes an interchange for the A&A. The large feed mill at the south end of the yard is switched by Conrail. Conrail recently sold the coal country branches south of Keating to R.J. Corman, and the Buffalo line is also on the list for sale, so the future interchange partner for the A&A may not be Conrail but some other regional operator.

The line north of the depot sees both passenger trains and freights, and after crossing Route 39 near the depot, also protected by a traffic light, the line crosses the bridge over Cattaraugus Creek. This is the scenic highlight on the passenger runs. The line then passes through the northern outskirts of town in sight of Route 98 for a few miles. A few road crossings are encountered before the line disappears into the valley along Monkey Run Creek. From this point to Curriers, the line is very isolated and only accessible from farm roads. At Curriers (located on Chaffee Road, off Route 98) is the small bright orange A&A depot and passing siding, the turn-around point for the regular passenger excursions. Northward from Curriers, the A&A crosses Route 98 and passes through the town of Java Center. Another orange A&A depot is located here but is unused. North of Java Center, the line traverses a small trestle over Beaver Meadow Road and Beaver Meadow Creek. Just north of this bridge is a very photogenic pond next to the east side of the line immediately south of the Welch Road crossing. At North Java, the current end-of-the-line, the A&A's prime freight customer, Reisdorf Brothers feed mill, dominates the landscape and is the only source of freight traffic

TEN-WHEELER 14 is presently out of service pending overhaul, but back on June 25, 1966, she was northbound on the Cattaraugus Creek trestle at Arcade. Today's steam excursions are handled by ex-Boyne City 2-8-0 18, which was reflecting in the pond near Java Center **(opposite top)** on a special to North Java on May 22, 1993. The 65-ton 112 **(opposite bottom)** had just spotted a hopper at the Reisdorf mfeed mill in North Java on September 2, 1994.



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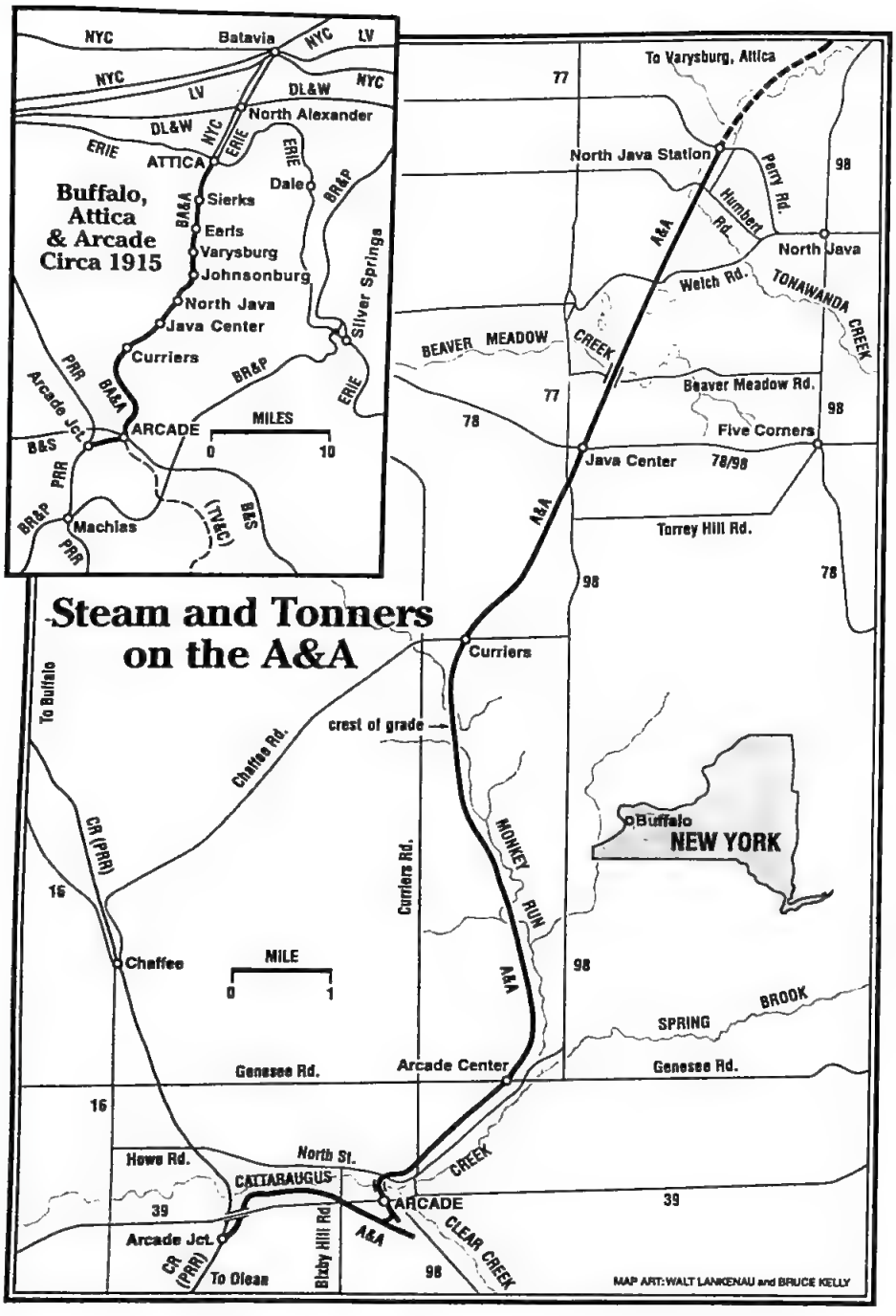


keeping the north end of the railroad alive. The Curriers to North Java segment is primarily freight-only, but occasional special passenger trains and mixed trains with steam and diesel power have ventured up this end of the A&A.

Regular passenger operations on the A&A run weekends and holidays from Memorial Day weekend right through to the last weekend in October. Steam power is almost always used, and trips leave the Arcade depot at 12:30 p.m. and 3:00 p.m. each operating day for the round trip to Curriers. There is an extended schedule for July, August and October that includes two round trips added on Wednesdays in mid-summer and three round trips to Curriers during October on weekend days, plus a 1:00 p.m. train on Fridays. Each weekend throughout the season special events are held at the Curriers depot for the passengers' layover mid-way on the excursion. On a few occasions during the year, special passenger trips have operated on some of A&A's freight-only trackage, especially on the line up to North Java. Special weekend railfan excursions and even weekday mixed trains have traveled the entire length of the A&A. Steam or diesel, or both, have powered these interesting trips. Other destinations for certain trips north of Curriers are to the Sad Dog Saloon in Java Center and the Beaver Meadow Audubon Center on Welch Road near North Java. Annual December "Christmas in Curriers" trips operate and are always diesel-powered because of the winter conditions. Charter trips occasionally run a few times a year also. School groups commonly take advantage of this. Even wedding ceremonies and receptions have been held on special A&A passenger trains. The railroad is very receptive to groups wishing to schedule a special train.

Steam power for the passenger trains during the 1990s so far has been 2-8-0 18. Ten-Wheeler 14 has been out-of-service since the end of the 1988 season with $95,000 worth of flue and boiler work needed, and a fund-raising campaign has been ongoing the past few years to generate money for its overhaul. Meanwhile, the 18 has been keeping the steam alive on the A&A.

Freight on the A&A

Freight operations are two or three days a week, usually Monday, Wednesday and Friday — year around. Traffic is mostly inbound soy beans, corn and fertilizer destined for the Reisdorf Brothers mill at North Java. The usual freight power is GE 65-tonner 112, acquired in 1988 from a gravel company in Colorado. This brightly-colored yellow and orange unit retains its paint scheme from its previous owner. The 44-tonner 111, still in A&A's traditional darker orange and black, is kept operational and is a standby unit for the 112. The old 110 is out-of-service and currently stored.

On a normal weekday freight run, the 112 is cranked up and runs light to Arcade Junction to pick up any loads dropped off by Conrail. Departure from the enginehouse is around 8:00 a.m. After cars are picked up at the junction, the trek up the line to North Java begins. The freight train will get to Reisdorf Brothers mill sometime in the late morning and arrival back in Arcade in early afternoon. A trip back to Arcade Junction is necessary if empties are brought back south. During the winter months, snow likes to pile up from the Lake Erie-enhanced squalls, and the Arcade & Attica fights back with frequent snowplow extras with a venerable wedge plow.

Railfanning the Arcade & Attica can be leisurely and very rewarding. A long weekend can be spent on the A&A photographing the freight on a Friday or Monday and enjoying the steam excursions on Saturday and Sunday. The early morning departure of the freights is excellent for good lighting both northbound and southbound. The slow track speed allows for a good photo at just about every scenic spot on the line. The regular steam passenger trains are a bit difficult to photograph, however. Both steam locomotives are pointed in a northerly direction and are quite back-lit for photographing

the smokebox end on a sunny day. Returning from Curriers, the engine runs tender-first with the open gondola next to the engine.

I suggest riding the 12:30 p.m. train, which can be fun for the steam fan, riding in the open car on the southbound leg of the trip, since you can stand just inches away from the smokebox and stack. After a good dose of soot and cinders, better photographs are possible with side views of the steamer on the northbound 3:00 p.m. train. The best lighting for shooting the steam engine is had by catching one of the special mixed trains to North Java, which leave Arcade early in the morning. Other weekday charters using steam or diesel usually depart earlier in the morning also. The bridge over Cattaraugus Creek in Arcade is a must for pictures, as are

BRUCE KELLY

AFTER SWITCHING THE REISDORF BROTHERS feed mill at North Java, 65-tonner 112 is southbound over Beaver Meadow Creek and Beaver Meadow Road. The A&A offers both short line diesel freight and steam era passenger photography for the visitor. The 2-8-0 18 had a passenger train at the Arcade depot (**below**) on September 11, 1988. Passengers run on schedule, while freights are run as needed.

the two ponds on the freight line north of Curriers (the small one off Route 98 just before Java Center and the large reflecting pond near the Welch Road crossing closer to North Java). There are enough intersecting crossroads along the line, and chasing is never a problem. I suggest using DeLorme's New York State topographical map to find your way around the railroad.

For passenger train information call 800/841-2418, and to check on freight runs the number is 716/492-3100. For brochures and additional information write to the Arcade & Attica P.O. Box 246 at 278 Main Street, Route 39, Arcade, NY 14009.

Future prospects

There have been some recent developments concerning the Arcade & Attica's future operations in the village of Arcade. The A&A has owned a large parcel of land near its main line just north of the village for years, and a new roundhouse/depot/museum and a visitors center have been proposed for the site. The general offices would stay in the old station building downtown, and everything else would be moved to the new location. The ex-CN turntable bridge from Fort Erie, Ontario, has already been purchased and moved to this site. The idea is basically on hold for now, and much more planning and a great amount of funding are needed to make any of this materialize. This could someday be an exciting new chapter in the Arcade & Attica's future, but for now the railroad is concentrating its efforts on what it already has.

Some well-needed track rehabilitation is one of the next upcoming projects for the A&A, since some old 70-pound rail still exists up the line, and the roadbed and ties are in rough shape. Work on passenger car interiors and the Arcade depot are other projects currently in progress. Incidentally, the old enginehouse and Arcade depot, as well as the trackage itself, are listed in the National Historical Register, so work on these structures and track is essential.

The Friends of the Arcade & Attica Railroad is a not-for-profit group recently begun to ensure that funds are available for these improvement projects. A couple of new pieces of equipment has arrived in Arcade from the Western New York Railway Historical Society. In 1993 the ex-Erie caboose C216, owned by the WNYRHS, was brought in and moved to the enginehouse area for storage and future display. Arriving in 1994 was the WNYRHS's ex-South Buffalo Alco S2 number 77. When more track work is completed, and if freight traffic increases, the Alco may be leased by the A&A, but current weight restrictions on the line prohibit its use.

With a few new things to see and the nostalgia of the railroad, which has never disappeared, the Arcade & Attica is a unique blend of old and new worthy of a friendly visit.

An Hour at Cowan

by Mike Del Vecchio

Super cab GE's wearing the CSX corporate logo carry on a 143-year-old tradition of helper service on the old NC&StL main line over Cumberland Mountain in Tennessee

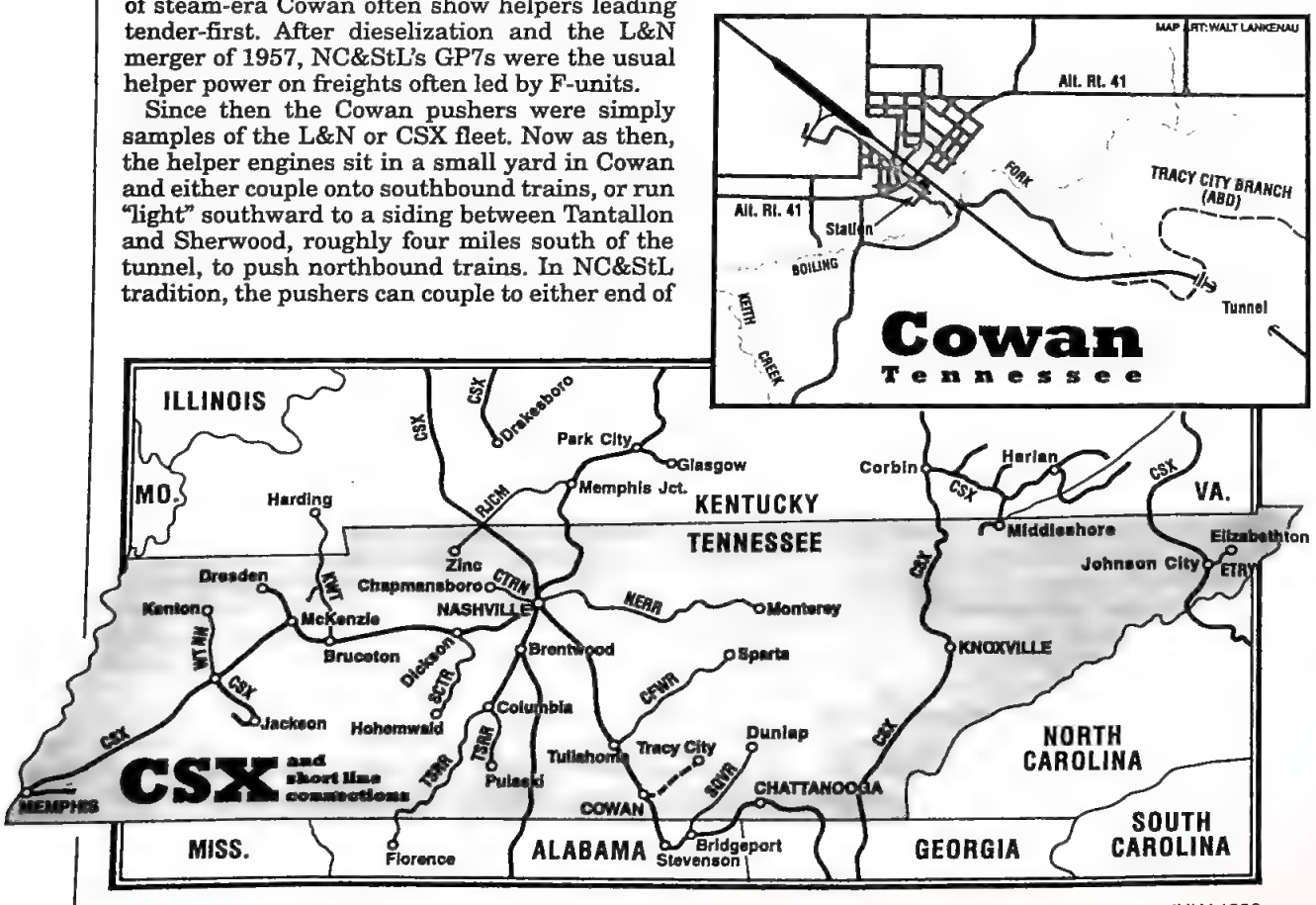
Cowan, Tennessee. It's a small rural town in the southeastern area of the Volunteer State. Located at the foot of Cumberland Mountain on the main line of the old Nashville, Chattanooga & St. Louis between Nashville and Chattanooga, it's the site of a battle between gravity and the railroad that's still legendary. Roughly two miles south of town, at the summit of a 2% southbound and 2.5% northbound grade, is the 2226-foot-long Cumberland Mountain Tunnel, a stone-lined bore that hosted its first trains late in 1853. Since then, Cowan has been a helper town, a place where pusher locomotives were staged to assist tonnage in both directions. The Nashville & Chattanooga got to Cowan in 1847, and its successors NC&StL and Louisville & Nashville grappled with Cumberland Mountain until becoming part of CSX, which still bases helper locomotives at Cowan. Is there an older, active pusher station along a main line, and is there an older tunnel still in main line use?

The first helper locomotive at Cowan was 23-ton, 44-inch drivered 0-8-0 named *Cumberland* built by Baldwin in 1853. Arguably, Cowan's helper heydays were during the late 1930s and 1940s when stout 2-8-8-2 compound Baldwin mallets were the usual pushers, and these were later joined and eventually replaced by big 2-8-2s, often run in pairs. Since pushers were required in both directions on on nearly all freights and the heavier passenger trains, the helpers faced any convenient direction, and photos and movies of steam-era Cowan often show helpers leading tender-first. After dieselization and the L&N merger of 1957, NC&StL's GP7s were the usual helper power on freights often led by F-units.

Since then the Cowan pushers were simply samples of the L&N or CSX fleet. Now as then, the helper engines sit in a small yard in Cowan and either couple onto southbound trains, or run "light" southward to a siding between Tantallon and Sherwood, roughly four miles south of the tunnel, to push northbound trains. In NC&StL tradition, the pushers can couple to either end of the train as needed, but they usually push on the hind end without connecting the air brake lines to allow for uncoupling "on the fly" to minimize delays.

While driving from Nashville to Chattanooga on February 9, 1996, I was looking forward to sampling the spirit of the old NC&StL. Veering off I-24 at Manchester, the first encounter came at Tullahoma where southbound Alternate Highway 41 follows the tracks. Swinging away from the line around Winchester, Alt.41 first crosses the arrow-straight "NC" again in Cowan, 90-degrees and at grade. It was just about 10:00 p.m., and all was quiet and very cold. Up and down the tracks, several flashing white lights spaced roughly every quarter mile were about all that was visible. But something in Cowan was different than the old photos, and that difference turned out to be the classic wooden depot which was moved across the main line and turned into a museum. I was quite impressed that this Tennessee town of literally only hundreds of citizens thought enough of the railroad in their town to purchase a 1920-built Porter 2-4-2 and a small freight train to honor their "Cowan Pusher District" — green paint on the Columbia-type notwithstanding.

These flashing lights along the main line are an old L&N dragging equipment detector-like system where a loop of wire is strung across several crossties near each light. If a wheel or



KODACHROME MIKE DEL VECCHIO

EKTACHROME JIM BOYD

THE COWAN PUSHERS idled in the cold night air on February 9, 1996, before a busy hour's work. The pair of GE's included shiny Dash 8-40CW 7888 (**above**) and Dash 8-40C 7507. In an earlier era, GP7s ruled Cumberland Mountain, and during June 1969 two of them (**left**) were pushing a southbound through the Cumberland Tunnel. Note that the Tracy City branch is still in place on the stone arch bridge over the main line.

other dragging material drops between the rails, the wire breaks and the light stops blinking. Each blinking light is visible from another, and if train crews don't see a blinking light they stop the train and check for problems. This light system gives Cowan a distinctive look and atmosphere at night. The white flashing lights I saw reflecting in the shiny rail also graphically illustrated that the southbound 2% climb begins immediately south of downtown.

A lighted set of number boards north of the crossing indeed turned out to be the helper set: super cab Dash 8-40CW 7888 facing south and stealth-gray Dash 8-40C 7507 facing north. Within minutes a crew boarded the back-to-back U-boats and headed south as "light engines" to push northbound Atlanta-to-Louisville train R546-08 (16 loads, 54 empties, nearly 3600 tons). The helpers weren't gone but a few minutes when a southbound headlight appeared and slowly drifted to a stop at the dwarf signal near the helper station. This was the hefty Evansville-to-Atlanta grain train G133-02 with 69 loaded covered hoppers and boxcars, a total of 10,986 tons stretching the draft gear of Dash-8s 7855 and 7508.

While I was taking night pictures of the grain train (**page 58**), another low rumble turned out to be yet another southbound: Chicago-to-Atlanta R123-09 with 46 loads and three empties (3223 tons) behind Dash 8-40CW 7730, Dash 9-44CW 9014 and C30-7 7001, which stopped a few hundred feet behind the already waiting G133-02 on a parallel siding on the opposite side of the single track main. With the helpers gone for what seemed to be an unusual length of time, it appeared that downtown Cowan's crossing gates were about to get quite a workout.

Before I could set up for a photo of both trains waiting by the red dwarfs, a headlight appeared up on Cumberland Mountain. It was the northbound R546-08, which rolled downhill into town and kept on going. Then came the light helpers which drifted past to tie onto the rear of the grain train. Uncoupling on the fly is a steam era tradition on Cumberland Mountain. The reason the helpers were gone so long is that a car with a hot journal on R546-08 had to be switched out by the helper engines at Sherwood.

Soon, the signal dropped green, and R123-09's GE's roared to life in flaming fury and started moving. By the time R123-09's marker rolled by,

the "pig train" was at least at track speed and obviously making a run for the hill. The signature chugging of Cooper-Bessemer power plants could be heard over the squealing flanges for several minutes as the train negotiated the long and sweeping S-curve approaching the tunnel.

Back at Cowan, the dwarf ahead of 7855 turned from red to yellow, then to green; G133-02 was under way. Its Dash- 8's rumbled hard to get the 10,000-plus tons moving, and the helpers were rumbling even harder to keep 'em moving. They could be heard for almost five minutes, and in the far off distance the steam-locomotive-like chugging in the cold mountain air got very distinct — like the ghosts of Cowan's mallets or Mikes.

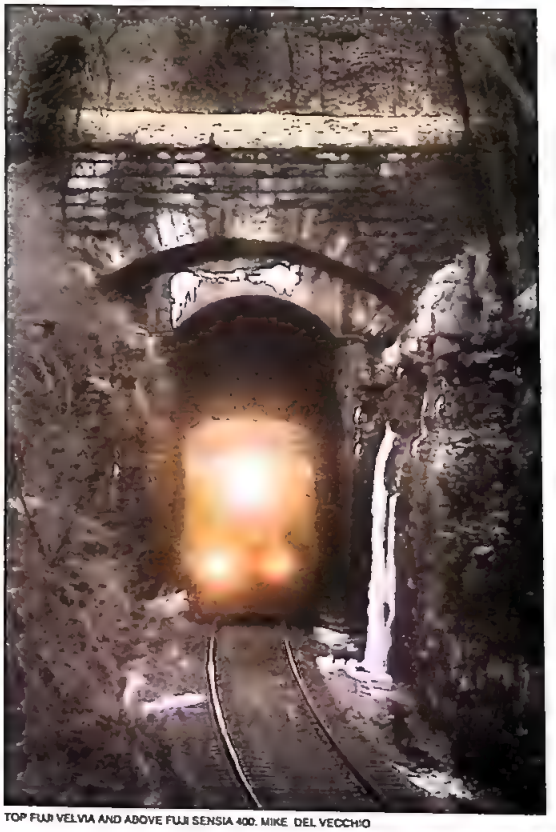
The helpers returned by 11:30 p.m., in time to be relieved by a the third trick crew. No more traffic was expected for the next few hours, so I took residence at a nearby hotel for the night.

All of today's Class 1 freight haulers have their problems handling the current traffic boom, and too often any delay can parlay into crews reaching their twelve-hour limit out on the road. But during this hour in Cowan where three trains needed to cross a single track mountain pass among helper moves, all of railroading seemed fast and efficient. The CSX dispatcher in Jacksonville let the helper crew call most of the shots, and the delays from the hot journal box were minimum.

The next morning was cold and cloudy, and I returned to Cowan to see the place in daylight. After a northbound piggyback train descended the grade into town, I moseyed the two miles up to the tunnel; it's a unique affair with the 1850s-built stone arch bridge that carried the Tracy City Branch over the main line. At exactly noon, a northbound coal train hammered through.

After 140 years of main line railroading, Cowan is still a magic little hamlet that can see 30 to 40 trains in a 24-hour period. And even today's high horsepower modern miracles of adhesion haven't yet turned Cumberland Mountain into a speed bump.

KODACHROME: MIKE DEL VECCHIO; LUMEDYNE LIGHTING



TOP FUJI VELVIA AND ABOVE FUJI SENSIA 400. MIKE DEL VECCHIO

THE 2% GRADE begins just south of downtown Cowan where the track is level. The "stealth"-painted SD40-2 8302 **(above)** loomed out of the morning fog on February 10, 1996, with a north-bound piggyback train. The milepost is directly opposite the Cowan depot downtown. Roughly an hour later, Dash 8-40CW 7859 popped out of Cumberland Tunnel **(left)** with a loaded coal train heading north toward Cowan. The Tracy City branch was lifted in the 1970s, though the 1850s-built stone arch bridge that carried it still remains. Compare this photo with the similar L&N-era image on page 57.

KODACHROME STEVE BARRY

CONRAIL LOCAL WPCA-11 crosses Mantua Creek in Paulsboro, N.J., on a turn-of-the-century A-frame bridge on March 22, 1996. The bridge is manually opened by an operator when boats approach. WPCA-11 runs each weekday between Deepwater and Camden on the Penns Grove Secondary and crosses the bridge just after noon.

KODACHROME- STEVE BARRY

KODACHROME. MIKE DEL VECCHIO

LTS H12-44 No. 1845, built in 1953 by Fairbanks-Morse for the U.S. Army, was working on the Tyburn Railroad at Morrisville, Pa. **(above),** on April 11, 1996. Old and new met as a Conrail Dash 8 and SD60I **(right)** led a train out of USX Fairless Works. See MARKERS.

NORTH CAROLINA PORTS has three FM H12-44s, one of which **(below)** wears a version of the P&WV's paint scheme. It works the Beaufort & Morehead in Morehead City. See RAILNEWS.

KODACHROME. KURT REISWEBER

In search of an H12-44

Looking for a way to turn some bucks from 30 years of slide shooting, I've been plowing my collection for subjects that would make good books. In January I struck a deal with Bob Yanosey of Morning Sun Books to put together "Fairbanks-Morse Locomotives In Color," a 128-page hardcover. I had some pretty good FM coverage of my own, but Bob upped the ante big time with about 500 blockbuster FM slides from his massive collection, and suddenly the project went from a Jim Boyd ego trip to a really worthwhile study of nearly every model on every original owner of FM's.

Desiring a photo of myself with an FM unit for the dust jacket flap, with the help of Mike Del Vecchio, Kermit Geary Jr. and Carl Perelman, we confirmed that an ex-Army H12-44 was, indeed, working the nearby Tyburn Railroad bulk transfer facility in Morrisville, Pennsylvania.

On the next available sunny day (April 11, 1996), Mike, Steve Barry and I headed for Morrisville. The first stop on our "diesel quest" was New Hope, Pa., where we saw Ross Rowland's C&O 4-8-4 614 displayed outside, the NdeM 4-8-4 being overhauled in the shop and 2-8-0 40 in passenger service. Not a bad start for the trip.

Our luck continued in Morrisville, when we followed Carl Perelman's map directly to the Tyburn facility on the south side of town just north of the U.S. Steel Fairless Works complex. There we spotted the blue H12-44, humming away with a couple of covered hoppers (**opposite page**). The McHugh Brothers Tyburn facility this day was transloading soda ash from covered hoppers into trucks for movement to the nearby Dial soap factory. The FM would move about every half hour, spotting one car and shoving the empty out of the way, making an occasional "long move" into the yard for more hoppers. The crew was quite friendly, and the highlight of the day was when Conrail's job en route to the Fairless Works passed by with unusual power: an SD60I and a Dash 8-39C ("We got TV1's power today ... "), setting up old-meets-new shots with the FM.

The H12-44 was built in January 1953 as U.S. Army 1845 (b/n 12L669), one of 20 in that order (nearly all of which survive!). The 1845 was working at the Radford Ordinance depot in Virginia when it was sold in early 1972 to the U.S. Steel Fairless Works, where it became No. 27, the last FM to go to work there. It was a favorite of the shop forces and was very well cared for, receiving new EMD trucks and electrical switch gear in 1983. When the "hot side" of the Fairless mill was shut down in 1991, the 27 was sold off and wound up in the hands of Mike Crane's Locomotive Troubleshooting Company. It saw service at the A.H. Staley plant in Morrisville (which now has an LTS ex-GN EMD NW3!) before moving over to Tyburn to replace their ailing GE center-cab.

The Fairless 27 got her Army number back but still wears the "hot side" cab modifications of blanked-over left side windows. Nonetheless, she was a remarkable find, humming contentedly in 1996 — J.B.

Railfanning Maricopa Hill

For those of you who plan to visit southwest Arizona to see the SP mountain pass covered in this issue, author/photographer Bruce Kelly has the following words of advice:

"My trips to Arizona have always been in the spring, when desert flowers are in bloom, the landscape is lush with green vegetation and the daytime highs rarely exceed 105 degrees. But, the wet and cool of spring can also be cause for concern. Rattlesnakes, which normally hide in burrows or under rocks during the oppressively hot days of summer, tend to be more active and out in the open during moderate weather. And speaking of weather, the rains of winter and spring can instantly fill the normally dry streambeds which channel down off the Maricopa Mountains. Highway 238 is paved or graded right through several of these steambeds, and if there's recently been a heavy rain, a torrent of water several feet deep will be flowing across the road, blocking most vehicles. On one occasion, driving in from Phoenix during the pre-dawn hours, I found Highway 238 flooded halfway between Maricopa and Estrella, forcing me to backtrack to Maricopa and a detour around the south tip of the mountains on Interstate 8. From late summer into the fall, the drier weather should result in better road conditions, particularly on the unpaved section of Highway 238.

"As mentioned in the story, Highway 238 can be a nasty place to drive. Near the west end of Shawmut siding, I came across a pair of bewildered guys who had just crashed and rolled their fancy Nissan four-wheel-drive. The swerving tire marks leading off the curve and into the brush said it all. At high speed, you can lose control on a gravel road just as easily as you would on ice.

"At present, SP Channel 2 (160.320 mHz) is the primary road channel on the Gila Line. If you also scan Channel 1 (161.550), you'll pick up occasional chatter from the Phoenix Line up north. Repeater frequencies 160.485 and 160.845 will bring in transmissions from trains and detectors many miles away, giving you more than an hour's notice of traffic approaching from either direction.

"The *Arizona Atlas & Gazetteer* contains your best all-around package of topographic maps for the entire state. It sells for $16.95 plus $4.00 shipping from DeLorme Mapping, P.O. Box 298-7500, Freeport, ME 04032. Credit card orders can be phoned in to 800/227-1656, extension 7500. For more detailed maps on Maricopa Hill, order the *Gila Bend, Mobile* and *Estrella* 15-minute (1.62,500 scale) quadrangles from the U.S. Geological Survey, Denver, CO 80225.

"If you're driving in from the east, be sure to gas up before leaving the Interstate, as there's little in the way of services near Maricopa. Lodging, food and gas are all situated on the west side of the hill at Gila Bend. Die-hard railfans will appreciate the Best Western Space Age Lodge on the I-8 business loop (401 E. Pima, 602/683-2273, from $44.00). It's located right on the north side of the SP main, and you can see passing

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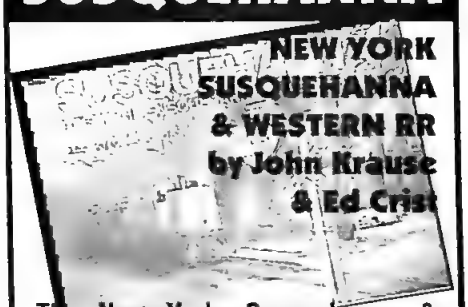

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trains from the bathroom window. If you'd rather not be blasted by air horns and thundering trains all night, the Super 8 Motel at the east end of the I-8 business loop (at Exit 119 off I-8, 520/683-2120, from $44.00) is a couple of miles away from the track and away from the bustle of downtown Gila Bend.

"Perhaps the best place to spend the night is at the railfan camp located behind the rock pile at Milepost 868. This secluded spot, complete with shade trees and ample parking for several vehicles, is largely the work of railfans Lee Sykes and Mel Subers, who I bumped into during my April 1995 visit to Maricopa Hill. Quite often, Lee, from southern California, meets up with Mel, from the Phoenix area, for a weekend of kicking back in their lawn chairs and watching the parade of SP freights. When the sun goes down, the guys fire up the barbecue and grill steaks under the desert stars. Lee and Mel are also caretakers of an impressive monument — hidden from the public's eye but visible to passing train crews — which depicts the SP emblem in a meticulous arrangement of bricks and colored stones. If you drop by the campsite, be sure to leave it the way you found it.

"Above all, take plenty of water and other fluids with you. It's a long drive back to the mini-mart at Gila Bend, and an even longer walk if your car breaks down. Avoid colas and other carbonated drinks as much as possible. In the dry heat of Arizona, you can down two gallons or more of water in one day, *and still be thirsty*. If you decide to hike high into the hilltops surrounding Shawmut, carry a triple supply of fluids: something to drink after the hard climb up, something to drink while you spend an hour or two taking pictures and something to drink during the trip back down to the car. You may not always need it, but having an extra beverage on hand is the best insurance policy you'll find in the desert" — BRUCE KELLY.

Valley Railroad Railfan Day a wash

What is it they say about the best laid plans? Our plans for the Railfans Weekend on the Valley Railroad in Essex, Connecticut, on May 18-19, 1996, fell through in a big way. Too late for our last issue and in the regional newsletters, railroad president Stacy Roy called saying that VRR's girder bridge at Chester had been damaged by water and that no trains could use it for most of this season. Due to the fact that the railroad was most interested in photos north of Chester and that our extra trains would cause too much congestion on the few miles between Chester and Essex, Stacy asked that we put it off until next year. She's been notifying those who called her office.

Our appologies for getting anyone's hopes up, and we'll try again next year — M.D.

NRHS 1996 Convention update

Today's rail scene is changing constantly, and railfan events have not been immune to these changes. Perhaps the most graphic example of this is the 1996 Convention of the National Railway Historical Society which will be held June 18th through 23rd. Fortunately, the host Piedmont-Carolinas Chapter has been able to adapt, but it's been a rocky road since early in the planning process.

When the convention was first proposed in 1993, it was obviously going to be a Norfolk Southern steam spectacular. The Piedmont-Carolinas Chapter had one of the most dependable track records with NS when it came to operating steam trips, and NS steam manager Carl Jensen had been involved with convention chairman Richard Shulby on many projects. Confidence in the convention was so high that a trip up Saluda grade (which would have made for a very long day) was not even part of the proposal.The first change in plans occured when the 1994 Atlanta convention, also largely centered on NS steam, had disappointing ticket sales. Suddenly it appeared that the drawing power of a Saluda trip would be needed, and it was added to the proposed itinerary. Then in October 1994 the roof caved in on the chapter when NS quickly pulled the plug on the entire steam program. The 1996 convention's centerpiece was gone.

The Carolinas are home to a number of short lines, so convention planners looked at the possibility of covering a different line each day. The only problem was logistics — enough coaches could be found to handle the convention, but it was impossible to use the same train set the following day on a different short line.

The chapter next turned to Amtrak for a possible solution in late 1995. Trips using Amfleet equipment out of Charlotte were indeed possible, and two were lined up on CSX with a third over NS to Asheville via Saluda. At long last the 1996 convention had come together, and ticket order forms were sent out.

Unfortunately, after the mailing was out, CSX and Amtrak could not agree on their new contract (Amtrak's original contracts signed on Day One back in 1971 expired on

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ANNOUNCEMENTS

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May 1, 1996). With less than two months to go before the convention and way too many unanswered questions, the chapter canceled the two CSX trips, replacing them with a mix of regular Amtrak service, short lines and tourist railroads.

All things considered, the final schedule is a pretty good mix of events. The host Piedmont-Carolinas Chapter has handled all the problems in a professional manner and have created an event worth attending. The final schedule looks like this:

June 18 — The convention kicks off on Tuesday with an all-day steam powered excursion over the Great Smoky Mountains Railroad in western North Carolina. The trip will run from Dillsboro to Andrews behind GSMR's former-Reader/U.S. Army 2-8-0 No.1702.

June 19 — The convention heads up I-85 to the North Carolina Transportation Museum and Historic Spencer Shops. The all-day event will feature the 2-8-0 correctly lettered Buffalo Creek & Gauley No.4.

June 20 — Thursday morning starts off by boarding Amtrak's *Carolinian* for a rail trip out of Charlotte. At Cary (near Raleigh) passengers will board deluxe motor coaches and head over to Bonsal to ride the entire New Hope Valley Railroad. This line is on a remnant of the original Norfolk Southern Railway. From Bonsal it's back on the bus to Hamlet for a tour of the museum housed in the impressive station. This tour replaces the CSX trip from Monroe to Acme.

June 21 — There will be a railroadiana show all day Friday, with convention attendees having exclusive access in the morning. The general public will be admitted in the afternoon (as well as all of Saturday June

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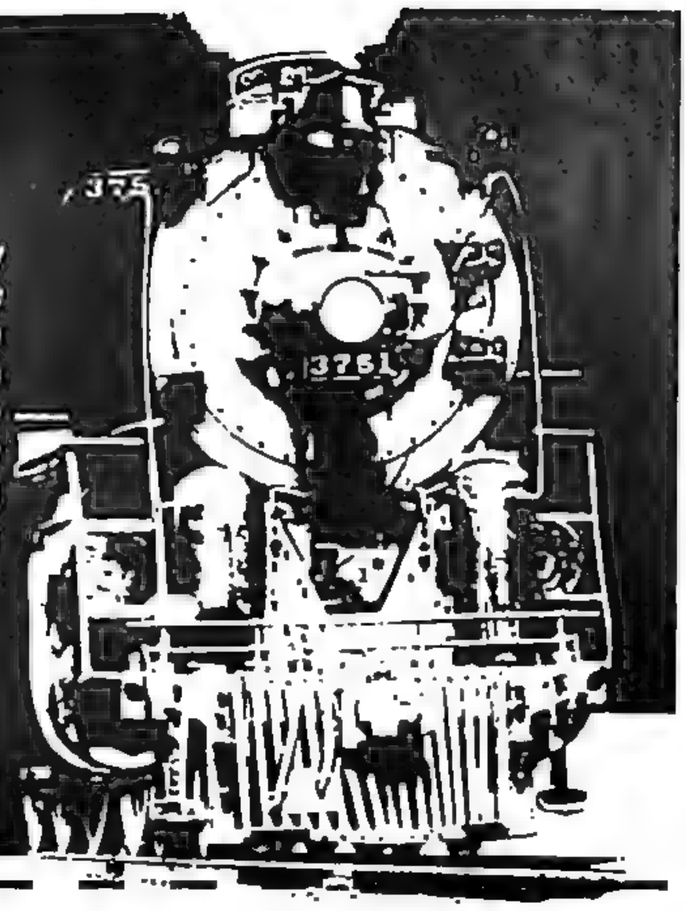

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22). There will also be seminars and NRHS business meetings. In the evening there will be a cook-out and night photo session at Spencer.

June 22 — The convention heads south on Saturday for a South Carolina Shortline Safari. The group will be divided in two sections, with half going to the Lancaster & Chester where all available mileage will be covered. This year marks the L&C's 100th Anniversary. The other half of the group will go to the South Carolina Railroad Museum to ride the Rockton, Rion & Western, originally the Rockton & Rion. In the afternoon the groups will flip-flop, so everybody gets to do everything. Coaches for the trips are being provided by the Roanoke Chapter NRHS and the South Carolina Railroad Museum. This event replaces the advertised trip from Monroe to Greenwood.

June 23 — The convention wraps up on Sunday with a circle trip over Norfolk Southern from Charlotte to Asheville using Amfleet equipment. The trip will go west via Old Fort and the Southern Loops and return east down the 4% grade of Saluda. There is the *possibility* of exotic power on the train, either Spencer's Southern E8 6900 or North Carolina's *Piedmont* GP40H-2s.

The Piedmont-Carolinas Chapter advises that anyone who ordered tickets for the two canceled trips will be contacted and have the option of taking the alternate trips or receiving a full refund. Any questions or requests for order forms can be directed to the Chapter at P.O. Box 297, Spencer, N.C. 28159; 704/647-0508.

Steve

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CAROLINA SOUTHERN, new owners of the Mid-Atlantic and Waccamaw Coast Line short lines in eastern South Carolina, painted MRR GP18s 100 and 950 (**above**) and a WCLC (nee-CN) F-unit in their striking new company colors during March 1996. See RAILNEWS.

LIVONIA, AVON & LAKEVILLE bought 18 miles of former Erie and Lehigh Valley track from Conrail. The first run passed the Oatka depot in Rush, N.Y., on April 15, 1996. See RAILNEWS.

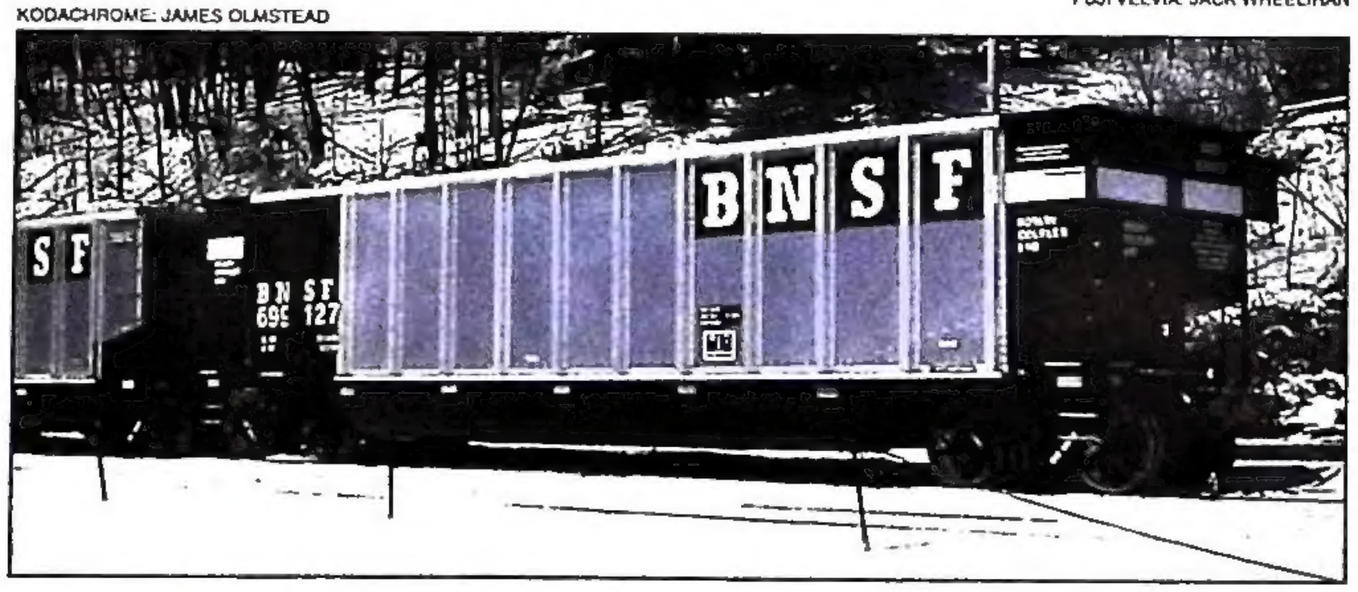
KODACHROME PETE SWANSON

TWO KODACHROMES, JOHN F. SULLIVAN

KODACHROME: JAMES OLMSTEAD

FUJI VELVIA: JACK WHEELIHAN

BNSF's ALLIANCE SHOP SWITCHER has been restored as Great Northern SW1 No.77 (above) and converted to burn propane for indoor use. Aluminum hoppers from Johnstown America (right) were delivered with BNSF lettering. See RAILNEWS.



EKTACHROME J W SWANBERG

KODACHROME: CHARLES HERAVER

THE FIRST OF SIX GP40PH-2s rebuilt from CSX Geeps by AMF for Connecticut's Shore Line East has entered service. The 6694 was at New Haven, Ct., on March 27, 1996. The units have flared SD45-like carbodies.

NEW STATIONS are being built along Wisconsin Central for the first new Chicago commuter rail line in 50 years. Metra SW1500 No.6 (right) was at Villa Lake, Ill., on February 8. See RAILNEWS.

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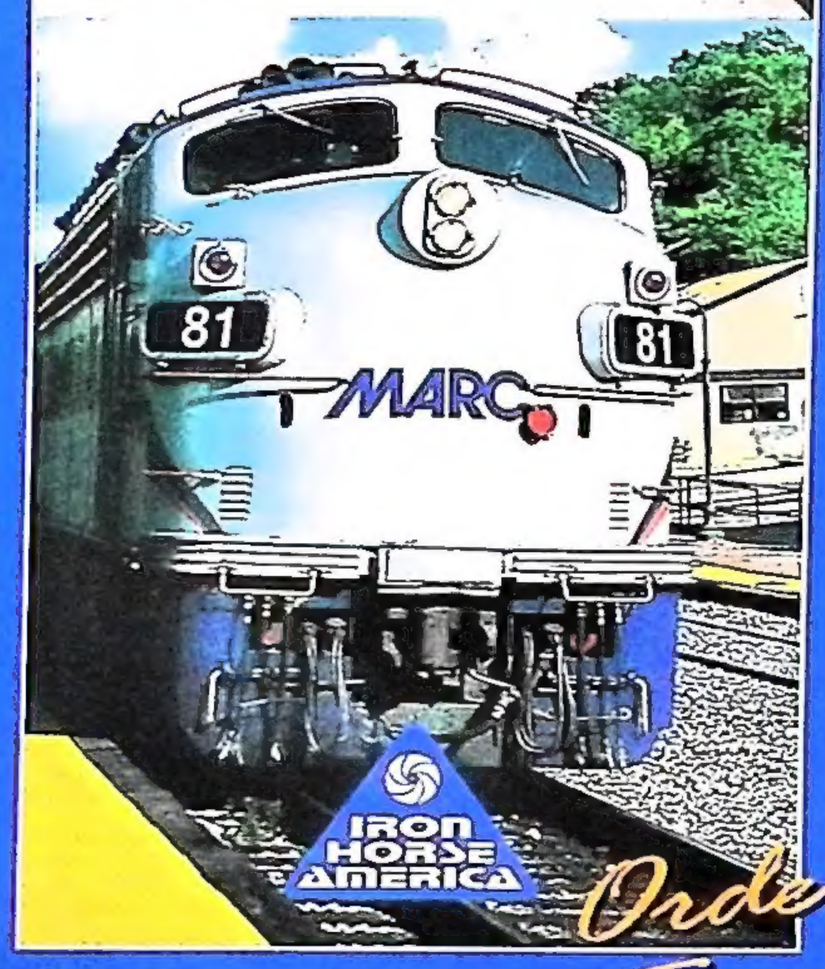

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